



The China Mail

ESTABLISHED 1866

TO-DAY'S DOLLAR.—The closing rate of the dollar, on demand, to-day was 11½.

No. 27,702

HONG KONG, THURSDAY, JANUARY 22, 1931.

PRICE \$3.00 Per Month.

THE WORLD CRISIS

MR. MCKENNA ON DEPRESSION.

CHEAP MONEY

DEFECTS OF A GOLD STANDARD.

Rugby, Yesterday. Addressing the annual meeting of shareholders, Mr. Reginald McKenna, Chairman of the Midland Bank, Limited, referred to the fact that the Bank deposits were increasing and now constituted a record. The Bank advances had fallen because the demand was below what the Banks were prepared to meet. Consequently, they have been driven to employ more of their resources in buying Government securities and bills. Failure to use the money had been attributed to the widespread feeling of depression. Non-use of the money, however, need not always arise from this alone. It might at times be a consequence of excessive saving.

Whatever blessings thrifit might confer on the individual there were times when, judged by the interests of general economic welfare, it might be carried to excess.

Three Causes.

He would ascribe the economic troubles of the world to three main causes. The first was the maldistribution of gold, due to relative inability or willingness of creditor countries to lend to debtor countries; secondly, the public had not yet recovered from the reaction from the American stock market collapse; thirdly, the effects of the long period of delegation in Britain were still being felt.

He claimed that if a monetary policy could do little in the present crisis to stimulate recovery, at any rate by keeping money plentiful and cheap conditions favourable to recovery could be prepared.

Discussing whether a recurrence of catastrophes like the present depression could be avoided, Mr. McKenna said that after examining the recent history of the matter he had reached the conclusion that the gold standard was not working as anticipated in the light pre-war experience, according to which the flow of gold into creditor countries should have caused an expansion of money supplies and a stimulation of prices. The United States and France, however, had offered no more resistance to the fall of wholesale prices than the debtor countries. Moreover, the United States had shown little readiness to lend abroad. France was closed to the foreign borrower, and Britain had too small a surplus.

Gold Supplies.

He was of the opinion that the problem of the use of the world's gold supplies was international in character and could be dealt with only by co-operation among the Central Banks. There was already evidence of a general willingness to co-operate, but no indication yet of continuous common action based upon an agreed policy.

The first essential must be a full recognition of the imperative need of a steady general level of commodity prices. Trade would not prosper while world monetary units were subject to such wide variations in purchasing power.—British Wireless Service.

SCHNEIDER TROPHY DESCRIBED AS A "PURELY SPORTING CONTEST."

GOVT. REFUSES AID.

London, Yesterday. Mr. F. Montague, questioned in the House of Commons to-day, reaffirmed the Government's decision not to participate in the Schneider Trophy Race, emphasising that this was originally intended as, and should be, a purely sporting contest unbacked by the Governments of the countries entering.—Reuter.

POLICE MYSTIFIED BY EXPLOSION.

Splinters Embedded in Woman's Leg.

BOTTLE OR BOMB?

An explosion in Caine Road yesterday, followed by the subsequent discovery of a broken Thermos bottle, and minute fragments of metal on the roadside, has mystified the Criminal Investigation Department, who are enquiring into the affair.

The Police received preliminary notice of the explosion through a report made by Cheung Man-chu, (20) a spinster living on the second floor of 25, Jardine's Bazaar. She stated that she was walking in company with Leung Fun-sai, (secretary of the Man Lee Motor Repair Garage, Hennessey Road) and Chan Sze, an assistant of the same garage. On nearing the house, No. 63, in Caine Road, a loud explosion was heard from behind them, and they thought it resembled a fire-cracker. Later, however, the spinster noticed that her right leg had been punctured in two places, whilst Leung's trouser leg was torn.

Sent to Hospital. She was removed to the Government Civil Hospital where it was found that the wounds were not of a serious nature, but an X-Ray examination was given this morning, as the Medical Officer could not give an opinion as to the possible cause of the wounds, yesterday. Leung's wound, which was very slight, was dressed, and he was allowed to proceed home. Chan was unhurt, apparently.

On receipt of the report, the Police went to the scene, and after search, picked up what is believed to be part of a Thermos bottle, and a few minute fragments of metal.

ALLEGED PIRACY.

JUNK MASTER TELLS HIS STORY.

SHOOTING AND SHOUTING.

The twelve men, crews of two junks, who are charged with an act of piracy, when they attacked cargo junk 206V, on January 4, made another appearance at Central Magistrate this morning.

They were represented by Mr. Hin-shing Lo, instructed by Messrs. Wilkinson and Crist.

First witness, master of the junk, who at a previous hearing had given evidence as to seeing two junks with single-masted sails at 11 a.m. on January 4, was cross-examined by Mr. Lo. He said he was a fisherman, and the junk carried five men, besides himself.

Meant To Attack.

Fishing junks often travelled in pairs. He formed the opinion, after watching the other two junks, that they meant to attack him. There was no wind at the time, but the junks were using oars, and converging in on his boat, "at full speed."

His own junk had its three sails set. They were new sails. In answer to a further question, witness said his junk was a little larger than either of the other two. The steersman first noticed the attackers approaching, and gave the alarm.

Followed His Junk.

Mr. Lo was proceeding to put further questions, when His Worship (Mr. Lindsell) pointed out that the charge of piracy took the form of firing on a junk. There was no question of an attempt. He also explained to counsel, (who said he had only received instructions during the morning), that witness had given evidence to the effect that the attackers were seen abeam, on the starboard and port sides. They had followed witness's junk, and fired shots at him, about six or seven in half an hour, each time calling upon him to stop. When first sighted they were separated about ten (1/3 English mile), with the other junk between them.

Continuing, witness said that he did not know any of the men in the dock. One of the junks was later found to be carrying a fishing net. The other had no net. He did not see any fish being preserved in salt aboard either junk.

Steersman's Story.

The next witness was the steersman of the junk 206V, who said

NO DANGER OF WAR.

POWERS REPUDIATE IDLE TALK.

PEACE DESIRED.

ECONOMIC AIMS HINDERED.

That the principal Powers of Europe are determined to prevent war at all costs, is the tenor of a resolution passed by Britain, France, Italy and Germany at a meeting of the European Union at Geneva yesterday. All the machinery would be utilised to prevent any such conflict, about which there had been a certain amount of idle rumour of late.

Lack of Confidence.

Geneva, Yesterday. The Committee of the European Union ended its first session to-day by unanimously passing a motion proposed by France, Britain, Italy, and Germany, declaring that it had become plain that an economic recovery was being hindered by lack of confidence in the course of future events and the widespread political anxiety, which had been increased by irresponsible "talk" in various quarters of the possibility of an international war.

The resolution recognised that the political difficulties in Europe have been accentuated by the economic instability caused by the world depression, and concludes: "The best service we can render toward the improvement of the economic position is to give a firm assurance of European peace. We therefore declare, as responsible representatives of European states, we are resolutely determined to use the machinery of the League to prevent any resort to violence."—Reuter.

[An earlier message stated: Twenty-two European Foreign Ministers, with their experts, assembled under the presidency of M. Briand at the opening of the committee meeting on a European reunion. M. Briand declared that France had remained faithful to the plan of a European federation. Herr Curtius referred to German unemployment and the need of capital as the basis of her interest in European economic co-operation. Signor Grandi (Italy) favoured the inclusion of Turkey and Russia, but Mr. Henderson stated that this suggestion needed careful consideration.]

FOG EXPECTED.

To-day's weather report from the Royal Observatory states:

The anti-cyclone has weakened and is now central near Tokyo.

Moderate to light variable winds prevail along the S.E. coast of China and over the China Sea.

Forecast:—East or variable winds; moderate to light; generally fair; mist; fog.

Rainfall:—To 10 a.m. to-day nil. Rainfall since January 1, 0.11 inch against an average of 0.74.

Temperature:—

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	62
Macao	83
Pratas Island	75
Manila	70
Foochow	58
Amoy	60
Swatow	—
Chefoo	82
Shanghai	45

that he noticed the other junks on the starboard and port quarters. His junk was a long way from land at the time, so far that they could only just see it. He saw the two attackers converging from each side, and became suspicious. When he first saw them they were about two or three (20-30) ft, or about seven or ten miles away.

His Worship:—What? Could you see as far as that? There is no mistake. They were that distance away.

Steersman's Story.

The next witness was the steersman of the junk 206V, who said

NAVY COURT MARTIAL.

SEQUEL TO PROTEUS COLLISION.

ON WAY HERE.

MUTINEERS PLEAD NOT GUILTY.

Gibraltar, Yesterday. Yet another sensation has occurred in Navy circles, which may have serious consequences. It is officially announced here that the Commanding Officer and the Watch Officer of the submarine Proteus will be Court-Martialed to-morrow.

Four of Britain's largest sub-

SCOTTISH CUP

TEAMS FAIRLY WELL MATCHED.

DRAW RESULTS.

RANGERS AT HOME TO DUNDEE.

The draw for the second round of the Scottish Cup, the matches in which will be played on January 31, shows that in the main the different teams are fairly evenly matched. There are still a number of sides left in that will be eliminated as soon as they stack up against first-class opponents, but generally they have been drawn to meet each other.

Celtic Should Win

Celtic should not have much trouble in beating Dundee United, at Dundee, and Rangers, at home to Dundee, ought to go into the third round. Motherwell have a fairly easy thing on in meeting Albion Rovers, but Kilmarnock meet strong opposition in the Hearts.

Falkirk must travel to Inverness to meet the Caledonians, but the journey should be fruitful. Ties that promise good battles are Hamilton v. Hibernians, (at the former's ground), Aberdeen and Bartick at Aberdeen, and Queen's Park v. Morton or Raith. The odds in the latter match will be on the amateurs.

Ful Draw.

The full draw as cabled by Reuter is as follows:

Dundee U.	v. Celtic
Motherwell	v. Albion Rovers
Murrayfield	v. Ayr
Clyde	v. St. Mirren
Third Lanark	v. Alfriston
Bo'ness	v. Alloa
Rangers	v. Dundee
Montrose	v. Civil Service
Cowdenbeath	v. St. Johnstone
In'ness Cale.	v. Falkirk
Arbroath	v. Edinburgh C.
Hamilton	v. Hibernians
Kilmarnock	v. Hearts
King's Park	v. St. Bernard's
Aberdeen	v. Partick T.
Queen's Pk.	v. Morton or Raith
Queens Pk.	v. Rovers

Re-Played Ties.

In the Scottish Cup First Round replays yesterday Airdrie easily defeated Dunfermline by 6 goals to one. Raith and Morton again drew, with one goal each, after extra time had been played.

English League—Division III.

(Southern).

Playing at Torquay yesterday, Epsom drew with the local side, the score being four goals all.—Reuter.

Who'll Win.

ENGLISH CUP TIES AND LEAGUE.

[Exclusive to China Mail—By "Lineman."]

The following is a list of Home football matches on Saturday. The teams in black type may win; where no black type is shown the match may result in a draw:

ENGLISH CUP.

Crystal Pal.	v. Everton
FRADFORD C.	v. Wolves
BURY	v. Exeter
CREWE	v. Newcastle
Doncaster	v. MANCHESTER U.
Gateshead	v. HARTLEPOOL
Halifax	v. Darlington
N. BRIGHTON	v. Nelson
Rochdale	v. TRANMERE
STOCKPORT	v. Wigton

SCOTTISH LEAGUE.

Aberdeen	v. CELTIC
CLYDE	v. Airdrie
East Fife	v. PARTICK
Falkirk	v. Cowdenbeath
HAMILTON	v. Dundee
Kilmarnock	v. Ayr
QUEEN'S Pk.	v. Leigh
RANGERS	v. St. Mirren

SATURDAY'S SNIPS.

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TOMEY & COMPANY
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Large Selection Felt Hats,
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Woolen Underwear Gents. Boots
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Black or Brown Shoes from \$6.00
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GLEE SINGERS.

PATRONS ADVISED TO BOOK
EARLY.

Booking is now in full swing at
Moutrie's for the forthcoming
season of six nights and one
matinee of the Westminster Glee
Singers and intending patrons are
advised to make their first visit
early in the season, as the programmes
are changed every night
and once the company has been seen
and heard, and their novel and un-
conventional mode of presentation
has "caught on" with the audience,
the same faces are to be seen at the
theatre night after night. This is
obviously the case, as the company
has been out from London nearly
three years now, including 18
months in Canada, 10 months in
Australia and 4 in New Zealand,
and their tour of the Dominions
will not be concluded until the end
of this year, as Japan, India,
Africa and Egypt have yet to be
visited.

General Excellence.
The success of the Westminster
Glee Singers has been accounted for
by the general excellence of each
one of the artistes, instead of having
one star, and the remainder
most clearly "supports," which the
Westminster Glee Singers certainly
have not. And the fact that such a
light note has been struck in the
programmes, with so many comedy
items and droll quartettes, draws
the man in the street as well as the
keen musical critic who finds his
demands in beauty of song as well
as interpretation well catered for.
The big company arrives from
Manila on Sunday by the President
Jackson.

NOT A MYTH.

CHEMIST'S WARNING OF THE
DEATH RAY.

An efficient death ray was no
mere figment of imagination, said
Mr. Henry Rhodes, editor of the
Chemical Practitioner, speaking at
the annual meeting of the
British Association of Chemists
at Liverpool.

Researches were being carried out
with invisible rays of such
power that they would be capable of
exterminating whole populations,
Mr. Rhodes declared. The next war
would be fought by chemists and
physicists.

If the country were threatened
and declared war, the conditions
of its dye-stuffs industry would
determine the whole outcome of
the struggle.

The state of the German dyestuff
industry, when the War broke out,
enabled Germany to turn her dye-
stuff factories almost at a moment's
notice into factories for the manu-
facture of tear gases, toxic gases,
and mustard gases.

If these horrible consequences
were to be avoided, or, at the best,
a means of defence was to be dis-
covered and developed, it was essential
that the dyestuff industry and the
research-work upon which it
depended should be strengthened,
maintained and developed, thus
placing Great Britain in as good a
position as the other Great Powers.

ASLEEP IN COURT.

YOUTH SENT TO LOCK-UP BY
LAHORE JUDGE.

Lahore, Oct. 29.

When a youth who lay dozing
across several chairs in the Lahore
High Court to-day refused to listen
to the judge's request to sit up

properly, he was arrested by order
of the judge and sent to the lock-
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CHINA'S SHIPPING TRADE.

Mr. Wang Peh-chun on Foreign Encroachments

The encroachment on China's shipping trade by foreign companies is a matter deserving of special attention, according to a New Year article contributed by Mr. Wang Peh-chun, Minister of Communications, to the Chinese press. Not only have China's navigation rights along the coast been encroached upon by foreigners, but her inland river navigation rights have also been taken away.

When China was first thrown open to foreign trade, foreigners were confined to various treaty ports and they were not allowed to go to places in the interior. As a result of the Opium War, however, China's coastal navigation rights were lost and, not long afterwards, her inland navigation rights were also encroached upon by foreigners.

But for the existence of unequal treaties which deprived this country of the right to impose protective taxes on foreign vessels plying on China's inland water, the Chinese Government would have been able to impose the necessary restrictions on foreign vessels plying on such rivers. The result is that, under present circumstances, it is very difficult for the Chinese Government to develop its domestic shipping trade.

China's Lost Opportunities.

Chinese shipowners missed a very good opportunity of expanding their shipping trade with foreign countries during the Great War when the majority of foreign vessels in Chinese waters were commandeered by their respective governments for war purposes. When the Great War terminated, foreigners came back to China with their large and powerful ships and their influence in China was restored to a greater extent than before. While foreign companies have been increasing their vessels in Chinese waters, native shipowners were particularly hard hit when their vessels were commandeered by the Central Government during the recent northern military campaign.

"In view of the deplorable state of China's shipping trade, I (the Minister of Communications), in taking up my appointment as director-general of the China Merchants S. N. Co., proposed the reorganisation of the affairs of the company thoroughly so that China's shipping trade may be developed under the guidance and direction of the Government," he says. Accordingly, the Government is devising means to effect the complete rendition of China's navigation rights as this is the only method by which our shipping trade may be fully developed.

MUTINY ON A K.P.M. STEAMER.

The K.P.M. steamers, going to China and the Far East always carry a European police-sergeant with several men in case pirates threaten to attack the ship. On the Van Heutsz this remedy almost turned out to be worse than the disease as on the European police-sergeant's instigation the native sailors disobeyed the order of the commanding officers. When the Van Heutsz arrived at Medan (Sumatra) an investigation was held by the Officer of Justice and the police-sergeant was put in custody.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

- Berwick—North arm.
- Cornflower—In dock.
- Cumberland—No. 3 buoy.
- Herald—South wall.
- Hermes—No. 1 buoy.
- Iroquois—North wall.
- Medway—West wall.
- Marlborough—No. 13 buoy.
- Oswald—In dock.
- Osiris—In dock.
- Soppy—No. 7 buoy.
- Tamar—In basin.
- Foreign Men-of-War.
- Argus—French gunboat.
- Admiral—Portuguese cruiser.
- Helena—American gunboat.
- Mindanao—American gunboat.

Mr. Runciman told a reporter that he had accepted the post of deputy chairman of the last-mentioned line at the request of the Treasury and the banks. "I have been engaged on it since June," he added.

"There is no foundation for the suggestion," he declared, "that as a result of reorganisation some of the companies may have to go. It is true, however, that there is one company, Lamport and Holt, which is at present in the hands of a Receiver and Manager."

STEAMER'S MOVEMENTS.

The S. S. O. S. K. left Singapore for this port on January 21 at 2 p.m. and made her on January 25 at about noon.

CONSIGNEES' NOTICE

Consignees of cargo ex. S.S. Benader are reminded to take delivery of their goods which will be subject to rent after January 25.

YESTERDAY'S SOLUTION

The S. S. O. S. K. left Singapore for this port on January 21 at 2 p.m. and made her on January 25 at about noon.

STEAMER'S MOVEMENTS.

The S. S. O. S. K. left Singapore for this port on January 21 at 2 p.m. and made her on January 25 at about noon.

Shipping Intelligence.

ARRIVALS OF SHIPS.

Tuesday, Jan. 20.
Borneo Maru, Japanese str., 4,261 tons, Capt. T. Aso, from Moji, buoy No. A17—O.S.K.
Cheong Shing, British str., 1,256 tons, Capt. D. G. Burleigh, from Wei-hai-wei, buoy No. No. B2—J. M. & Co.
Cremer, Dutch str., 2,748 tons, Capt. G. J. Harmsen, from Singapore, buoy No. A7—J.C.J.L.
Indus Maru, Japanese str., 2,697 tons, Capt. K. Kuroyaugi, from Sourabaya, buoy No. A14—O.S.K.
Tibbadak, Dutch str., 4,801 tons, Captain P. Lema, from Tg. Pandan, buoy No. A8—J.C.J.L.
Wednesday, Jan. 21.
Changklang, French str., 1,717 tons, Captain I. J. Cruchot, from Canton, buoy No. A5—Sing Kee & Co.
Hai Hing, Norwegian str., 1,445 tons, Captain A. Johansen, from Swatow, buoy No. C2—Thoresen & Co.
Haining, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf—Douglas & Co.
Helios, Norwegian str., 1,113 tons, Captain T. Olsen, from Swatow, buoy No. B17—Thoresen & Co.
Hozen Maru, Japanese str., 2,347 tons, Captain H. Oyama, from Swatow, O.S.K. Wharf—O.S.K.
Hydrangea, British str., 561 tons, Captain P. W. Griverson, from Swatow, Chiu On Wharf—Chiu On S.S. Co.
Kaitangata, British str., 1,202 tons, Captain L. N. Beer, from Bangkok, buoy No. C1—Choo Yick & Co.
Kamo Maru, Japanese str., T. Takechi, from Nagasaki, Kowloon Wharf—N.Y.K.
Kalgan, British str., 1,673 tons, Captain D. Lupton, from Swatow, buoy No. B15—B. & S.
Katsura Maru, Japanese str., 3,527 tons, Captain I. Yamamoto, from Moji, buoy No. B23—Y.K.K.
Kumgang, British str., 3,841 tons, Captain J. H. Ferguson, from Singapore, Kowloon Wharf—J. M. & Co.
Menado Maru, Japanese str., 1,285 tons, Captain T. Kawamata, from Canton, O.S.K. Wharf—O.S.K.
Mentor, British str., 4,772 tons, Captain G. H. Salter, from Shanghai, buoy No. A4—B. & S.
Penang Maru, Japanese str., 3,230 tons, Captain R. Agawa, from Singapore, buoy No. A12—N.Y.K.
Rousan Maru, Japanese str., 1,555 tons, Captain R. Fukuhara, from Swatow, Yaumati Anchorage—D.K.K.
Taming, British str., 1,356 tons, Captain J. H. Hodgkiss, from Swatow, buoy No. B9—B. & S.
Teckham, Chinese str., 806 tons, Captain Lai Lee, from K. C. Wan, C.M.S.N. Wharf—Ping On & Co.
Tsinan, British str., 2,100 tons, Captain J. W. Tinson, from Canton, buoy No. B20—B. & S.
Waishan, British str., 1,170 tons, Captain Hudson, from Swatow, West Point Wharf—J. M. & Co.

S.S. PRESIDENT HOOVER.

Sand Beach Round Swimming Pool.

The latest addition to the Dollar Steamship Line fleet, the President Hoover was christened by Mrs. Herbert Hoover, wife of the President of the United States, in a colourful ceremony at Newport News, Virginia, on December 9.

This boat is the first of the two new \$ (G.) 8,000,000 turbo-electric liners. They will be the forerunners of four large vessels contemplated in the building programme of the Dollar Steamship Line.

The President Hoover will go into service at New York in June, 1931, in a route comprising California, Honolulu, Japan, China, Manila, returning over the same route.

The vessel was not christened with the customary champagne, but with a bottle of water collected from the seven seas.

It has a speed of 21 knots and has accommodation for 1,260 passengers. The crew will number 300.

A novel feature of the comforts is a sand beach surrounding the swimming pool, where bathers can roll in the sun.

The new vessel has rooms for 820 first class passengers and 140 special class, the balance of the total passenger carrying space of 1,260 being devoted to other classes. The staterooms are spacious, well-lighted and with perfect ventilation and heating facilities.

The main dining saloon accommodates the entire first class passenger list at one sitting. Tables seating two, four, six and eight persons will be set about the room. The captain's table is designed to seat sixteen and as a novel feature there will be a bachelors' table of twelve seats. The special class dining saloon will be relatively commodious.

Four de luxe suites consisting of sea verandah, living room, bedroom, and bath, are located amidships on the first deck devoted to passenger accommodations. These suites will be artistic. In two, French period furniture will predominate and in the others, furniture of modern style.

One of the outstanding public rooms is the verandah cafe, a spacious lounging place, thirty by eight feet in extent, glass enclosed, cool, and providing excellent view facilities.

WELCOME MAURETANIA.

Congratulations On Rescue Work.

New York, Nov. 21. Bringing twenty-eight survivors from the freighter Ovidia, the Mauretania has arrived to receive the plaudits of New York for her rescue work.

Captain S. G. S. McNeil called it an "act of God" that there was no fog in that part of the Atlantic when the S.O.S. came. "Had there been a fog it would have slowed us down and we might have missed the Ovidia altogether. In that case we should have foundered."

Captain Axel Carleson told of the leakage in No. 2 hold, and the shifting of the deck cargo which necessitated the S.O.S., and said, fervently, "When the Mauretania approached us it was the finest sight I ever saw."

The passengers were thrilled at the experience and did their part to stand for the misfortune when they had visited the Ovidia's crew by holding a special concert at which \$120 were raised for Carleson and his men.

Major Walker had hoped to visit the dock to greet Captain McNeil, but owing to business pressure he left last night sent the following wireless message to the Captain: "On behalf of the people of the City of New York I extend congratulations to your men. You are cordially invited to call at the City Hall on your arrival, if it is possible for you to do so, in order that I may express the appreciation the City feels at this heroic deed."

Mr. Runciman told a reporter that he had accepted the post of deputy chairman of the last-mentioned line at the request of the Treasury and the banks. "I have been engaged on it since June," he added.

"There is no foundation for the suggestion," he declared, "that as a result of reorganisation some of the companies may have to go. It is true, however, that there is one company, Lamport and Holt, which is at present in the hands of a Receiver and Manager."

YESTERDAY'S SOLUTION

The S. S. O. S. K. left Singapore for this port on January 21 at 2 p.m. and made her on January 25 at about noon.



S.S. EMPRESS OF AUSTRALIA

21,850 Tons Gross

Sailing

TUESDAY, FEBRUARY 17TH
SPECIAL THROUGH FARE £231

(including shore excursions and maintenance at all ports of call except New York.)

via Formosa, Shanghai, Chinawangtow (4 days in Peiping), Beppu, Kobe (8 days in Japan), Yokohama, Honolulu, Hilo, San Francisco, Balboa, Panama Canal, Cristobal, Havana, New York, Arriving

SOUTHAMPTON
SUNDAY, APRIL 26TH

For full particulars apply any

CANADIAN PACIFIC AGENT

CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

JANUARY SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,008 tons—Capt. Trott]

JANUARY

SUN. 25th F.R.L. 30th

S.S. "TAI MING"

[504 tons—Capt. W. H. Lawton]

"Rhino and Switzerland."

Continental visitors remark that it reminds them of the [049 tons—Capt. W. H. Lawton]

"Rhino and Switzerland."

Whilst British tourists declare "Surely,

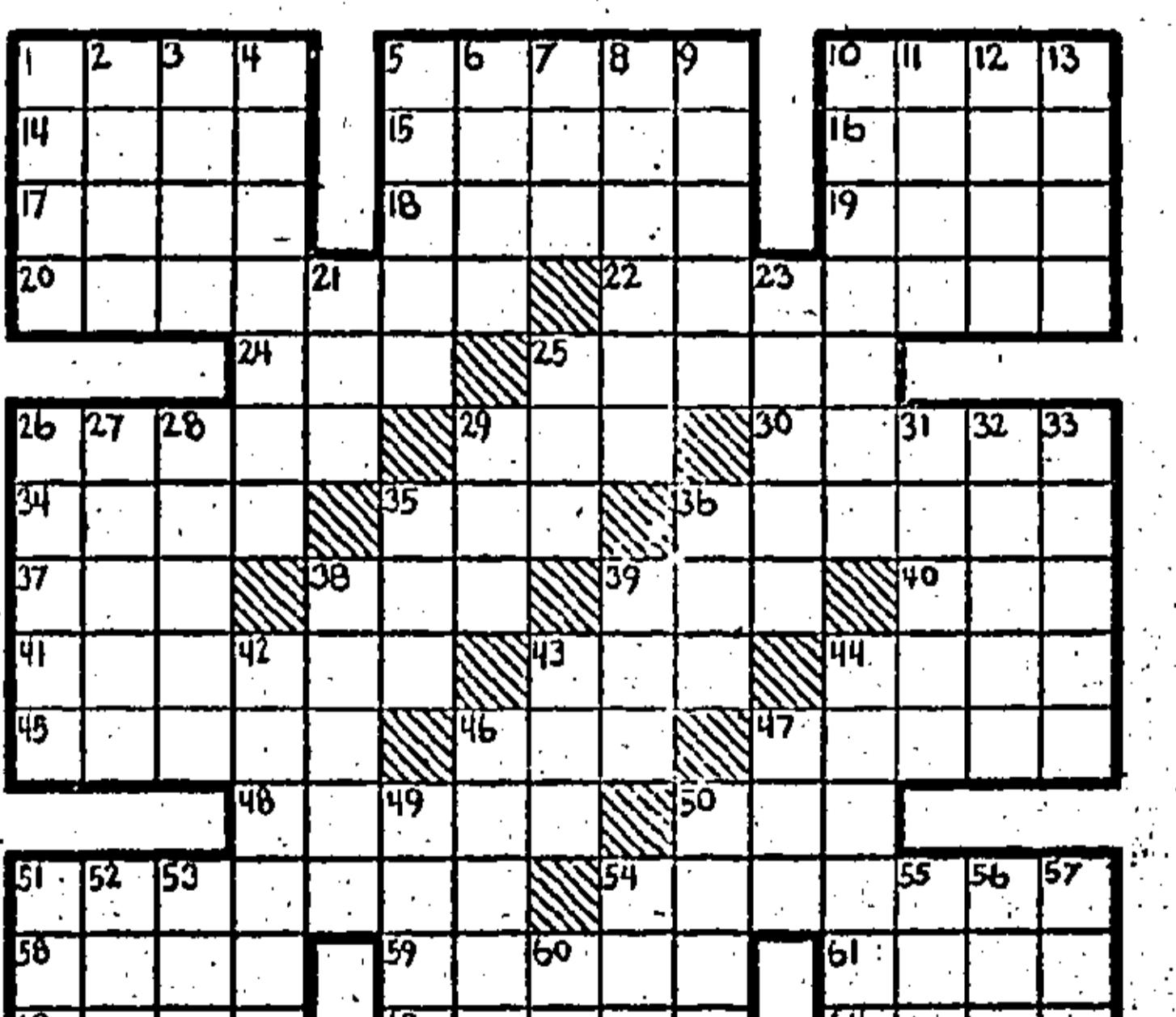
the Lake district or the Scottish moors, but with a little less vegetation."

Now why not take a five-days' round trip and see for yourself. It costs you only \$40.

29, Connaught Road, West, Phone 20833.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL (Cont.)
1-Bolt slowly and gently
5-Sailing vessel
10-Non-circular rotating piece (pl.)
14-Prufix, Chief
15-Luminous celestial body
17-Jump
18-East Indian col.
19-Goat
20-Jails
24-Drag
25-Years between twelve and twenty
28-Presumptive
29-Boy
30-Prustense
34-Plant yielding a blue dye
35-A hesitation in speech
36-More scatrous
37-Participial ending
38-Combination of no
39-Scarcely
40-Proficient
41-Haspended
42-Vales
43-Deface
44-One who attests
45-Robed
47-Part of "to be"
49-View
50-Wide awake
51-Man's name (short)
52-Highway
53-Otherwise
54-Off
55-Fall in drops
56-Noble Italian house
57-Tall grass stem
58-Individual

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	From Tons.	1931.	Destination.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.
KIDDERPORT	5,334	4th Feb.	Straits, Colombo & Bombay.
PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	28th Feb.	Marseilles & London.
KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHYBER	9,114	14th Mar.	Mars. L'don, Hull, R'dam & A'werp.
SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	28th Mar.	Marseilles & London.
KARMALA	9,128	11th Apr.	Mars. L'don, Hull, R'dam & A'werp.
RAJPUTANA	16,558	25th Apr.	Marseilles & London.
KALYAN	9,144	9th May	Mars. L'don, Hull, R'dam & A'werp.
COMORIN	15,132	23rd May	Bombay, Marseilles & London.
KASHMIR	8,985	6th June	Mars. L'don, Hull, R'dam & A'werp.
RANPURA	16,601	20th June	Bombay, Marseilles & London.
KASHGAR	9,005	4th July	M'seilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Bombay, Marseilles & London.
KHYBER	9,114	1st Aug.	M'seilles, L'don, R'dam & A'werp.
RAJPUTANA	16,558	15th Aug.	Bombay, Marseilles & London.
KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
KALYAN	9,144	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	From Tons.	1931.	Destination.
TALMA	10,000	6th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,949	25th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,906	14th Mar.	Singapore, Penang & Calcutta

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	From Tons.	1931.	Destination.
NELLORE	6,853	31st Jan.	Manila, Rabaul, Brisbane, Sydney
TANDA	6,956	28th Feb.	& Melbourne.
ST. ALBANS	4,600	1st Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	From Tons.	1931.	Destination.
KHIVA	9,135	25th Jan.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.
ALIPORE	5,273	1st Feb.	Moji & Kobe.
TAKADA	6,949	6th Feb.	Amyo, Moji, Kobe & Osaka.
TANDA	6,056	6th Feb.	Shai, Moji, Kobe, Osaka & Y'hama.
KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
TOAWA	10,000	14th Feb.	Moji, Shai, Moji, Kobe & Osaka.
TOAWA	10,000	21st Feb.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	28th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALIMBA	8,018	6th Mar.	Shanghai, Moji, Kobe, Osaka & Y'hama.
ST. ALBANS	4,600	6th Mar.	Shai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,558	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th Apr.	Shai, Moji, Moji, Kobe & Osaka.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
COMORIN	15,132	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	8th May	Shai, Moji, Kobe, Osaka & Y'hama.
RANPURA	16,601	22nd May	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,600	5th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELORE	6,853	6th July	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	10th July	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	19th July	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELORE	6,853	6th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to—
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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
and IRON FOUNDERS. All work done in this establishment is
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Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20457.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimated freighted on application.
How Many April 6, 1931.

ECUADOR'S SHIPPING COMPANIES SERVING THE PORT OF GUAYAQUIL.

GERMANY'S MAJOR SHARE.

Some interesting comments on the shipping situation and on the various companies serving the port of Guayaquil are contained in a report to the Department of Overseas Trade by the British Consul-General at Quito on the economic conditions in Ecuador, dated September, 1930. It is shown that during the year 1929 there entered in the foreign trade of the port of Guayaquil 412 ships of all nationalities, with a net tonnage of 982,613, of which 71 were British, with a net tonnage of 177,343. During the same period 414 ships cleared, with a net tonnage of 982,918, of which 73 were British, with a net tonnage of 177,343. The trading country in shipping at the port of Guayaquil was Germany, with 100 ships, with a net tonnage of 211,212, which entered and cleared.

During the first six months of 1930, 205 ships entered at the port of Guayaquil with a net tonnage of 163,887, and 207 ships cleared with a tonnage of 160,043. British shipping during that period was—Entered 29 ships with a tonnage of 65,357 and cleared 30 ships with 60,408 tons. During the half-year under review Germany was again at the head with 54 ships and 101,006 tons which entered, while the United States was second with 41 ships and a net tonnage of 44,444.

DEEP SEA TRAGEDY.

THE NAVY FINDS MORE FISH.

Finding new fishing grounds for our deep-sea trawler fleets is one of the many useful jobs done by the Navy about which we hear little. The old grounds are no longer able to supply Great Britain's needs; therefore, the Navy has for some while past been engaged in seeking fresh fields wherein the harvest of the sea may be reaped in greater abundance.

Fish hunting is one of the strangest of quests. The habits of fish are capricious. Nobody really understands them.

The small warships that go in search of new fishing grounds are subject to the same uncertainty as a miner who goes prospecting for gold. They may make a lucky strike—or they may not.

What they try to find is a bank at the bottom of the sea, or a shoal of some kind, around which fish are likely to gather to feed.

To be of any use to trawlers the bank must not lie too far below the surface. Fish caught at a great depth are not of good marketable quality.

Suitable banks for opening new fishing grounds are located by taking soundings, which means measuring the depth of the water.

The Steamship,

CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',

ANTWERP, LONDON and
STRAITS.

The Steamship,

"BENALDER"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 8th February, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 24th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 18th January, 1931.

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (oil)

FASTEST MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LIGHTING, BATHING SHIP, SURGEON AND STEWARDESS CARRIED.

Book Your Short Leans in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £12 RETURN.

LONDON (via Australia) from £141/10/-

(Australian Newspaper on 2s).

STEAMER DATES FROM APRIL 12, 1931.

CHANGTE April 12, 1931.

CHANGTE April 14, 1931.

CHANGTE April

Sir Robert Burnett's

LONDON DRY GIN

The Finest Gin produced—
of absolute purity.

Not a Synthetic preparation. Contains
NO CORDIALS to impart an artificial
flavour or "dryness."

Sole Agents:—

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

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Established 1841.

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GRILL ROOM
6th Floor.

Now open Daily for Tiffin
12 Noon to 2.30 P.M.

DINNER DANCES
Nightly except Sunday
8.30 P.M.

Dinner \$5.00 per person
After Dinner \$1.00 per person.

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Baby's Health!

In all cases where breast feeding for baby
is impossible, "Lactogen" is the wisest
choice.

The scrupulous purity, nourishment and
satisfactoriness of "Lactogen" for substitute
feeding has been proved over and over again
by thousands of happy mothers, and it's
worth is recognised by leading doctors,
nurses and clinics all over the World.

Give your baby the benefit of

LACTOGEN
THE NATURAL MILK FOOD.
A Nestle's Product.

KAIPING HOUSEHOLD COAL

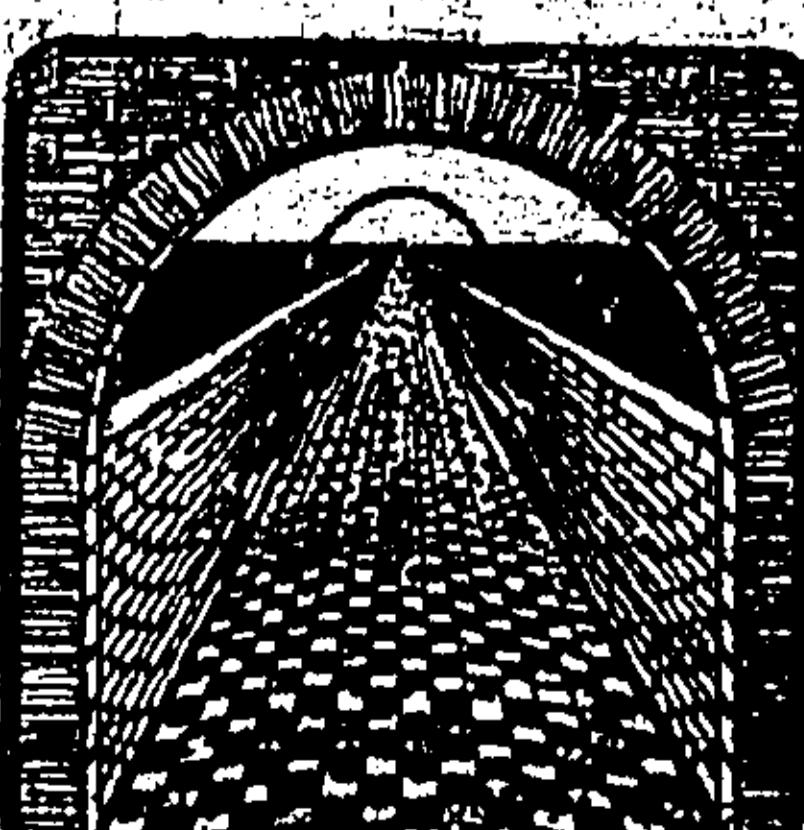
In Lots of not
less than
1/2-ton.

Delivered to
Peak District
(above Bowen
Road), \$15.00
per ton.

Delivered to
Bowen Road
and Lower
Levels, \$21.00
per ton.

Delivered to
Pok Fu Lam
Road, \$23.00
per ton.

Delivered to
Kowloon, \$18.00
per ton.



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hours before
the Coal is re-
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All orders
must be accom-
panied by Cash,
Cheque, or
Comptreasure
Order payable
to "The Kailan
Mining Ad-
ministration".

When the Salaries Commission
last Autumn proposed to adjust
Civil Servants' salaries according
to this scale, the value of the
dollar ranged approximately
from fifteen to sixteen pence, and
it is to be doubted whether the
Government would ever have
committed to the reduction had
they realised the disastrous de-
cline in the rate of exchange that

Whiteaways

WHITEAWAY LAIDLAW & CO. LTD.

GREAT WINTER SALE

NOW PROCEEDING

REMARKABLE BARGAINS IN ALL DEPARTMENTS.

PAY AN EARLY VISIT

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Overland China Mail.

[The weekly edition of the "China Mail". Annual subscription, H.K. \$18 including postage \$10, payable in advance.]

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Hong Kong, Thursday, Jan. 22, 1931.

REMITTANCES.

Members of the Hong Kong Civil Service are constantly being reminded by their business friends that they are over-paid, over-staffed, and that they should consider themselves exceedingly fortunate that they are not affected by the rate of exchange. Of course, this is quite absurd. Members of the Service, more especially those with large families or dependants at home, are now suffering the brunt of the dollar's antics as much as anyone. Commencing from this month, all Government salaries will be paid according to the following scale:—Half to be paid at the rate of a one and sixpenny dollar, and half at the present rate. This means that men who send remittances home each month will now have to meet a heavier burden. Even the consideration that they receive more dollars to the pound than formerly does not ease the situation ideally to an appreciable extent, for it is practically certain that toward the end of this month prices in Hong Kong will increase considerably and taxation, we may be sure, will keep them company.

But there should be reason in all things, above all in the relation of a man to his orders, and we are able to find no circumstances which justify insubordination in the Services. Conditions are not always as one might desire, and there are occasions when a superior is able to make life a very unpleasant business, but this time has not yet arrived when men serving in the Navy or the Army can follow the example of the Welsh miners, lay down their arms and refuse to obey orders. To a great extent the happiness of a ship is dependent on the officers, who, if they are wise, will treat the men with friendly consideration and seek their co-operation. Yet only too often has discipline been broken by one or two disgruntled elements on

the lower deck, who are able by eloquence or influence to spread feelings of unrest through a whole ship's company. For such types the British Navy never has had and never can have any use whatsoever.

News in Brief.

For having possession of 28 pots of prepared opium at Canton Road, yesterday Chan Fai, a Chinese, was fined \$80 or one month.

The forthcoming wedding is announced:—Mr. Louis Smith, c/o Asiatic Petroleum Company (South China) Limited, to May Devereux Kurie, formerly May Devereux Do Longueville De Bucy, also of the A.P.C.

For stealing a plank of wood from a carpenter of No. 302, Canton Road on January 21, Lai Ling, an unemployed Chinese, was sentenced to five weeks' imprisonment at the Kowloon Magistracy this morning.

Found in a fishing net, by Ng Sal-fun, master of a fishing boat, off the Niuopins, the body of an unknown Chinese male, aged about 40 years, and badly decomposed, was yesterday removed to the Kowloon Public Mortuary.

Stated to have been in crime for seven years, a Chinese with eleven previous convictions was this morning sentenced to three months' hard labour by Mr. R. E. Lindsell, when he pleaded guilty to the theft of two bottles of sweets from a shop in Wan Chai.

Twenty-three Chinese lined up before Mr. Butters this morning at the Kowloon Magistracy charged with gambling. Tam Fat, the first defendant, pleaded guilty to keeping a gambling house at Po Kong Road, Kowloon City, and was fined \$50 or one month. The remainder were fined \$3 each, and three men who failed to appear had bail of \$5 estreated.

Ho Wing-kwong, licensed motor driver, has reported to the Police that at about 4.20 p.m. yesterday, whilst driving motor lorry (No. 634) in Lockhart Road, a Chinese female, named Ng Mu (17), who was sitting next to him, stated that she wanted to get off. He applied the brakes, but before the vehicle had come to a standstill, the woman jumped off. She fell to the ground and received injuries to her head, and she is now lying in hospital in a serious condition.

The directors of the Tung Wah Hospital have decided to discard the lunar calendar, and from this year, their tenure in office will be gauged on the Gregorian method, thus severing a 60-year-old system in connection with the hospital. The terms of the directors elected to serve this year will accordingly terminate in December of this year. Many Chinese firms are understood to be seriously considering a similar change, and it is practically certain that many sugar, rice and flour firms will abolish the lunar calendar at the end of 1931.

INFANT CORPSES.

DEPOSITIONS TO GO TO THE GOVERNOR.

After a protracted hearing, Mr. R. E. Lindsell (as Coroner) at the Central Magistracy yesterday solved the confusion concerning two infant corpses whose respective identities became mixed up, at the Public Mortuary.

Giving evidence, at the resumed hearing, an interpreter from the West Point Police Station said that the body sent from his station that morning (November 14) did not have a cord tied round the neck. The Inquiry was held without a jury, His Worship gave his finding as follows:

In the case of the body of the child from West Point sent to the Mortuary about 9.30 a.m. on November 14, 1930, death was due to natural causes.

In the case of the body found in the Public Gardens and sent to the Public Mortuary about 2.30 p.m. on November 14—murder by person or persons unknown.

Rideram: (1) No sufficient examination of the latter body was made by Inspector Shafain, though it is improbable that immediate discovery of the cause of death would have helped to discover those responsible for the crime.

(2) Trying to each body

of the identification card covering that body before it is sent on to the Mortuary is absolutely essential.

(3) The two bodies involved in this case must have been mixed up at the Mortuary owing to the fact that the steps taken by the Mortuary authorities to differentiate between one body and another were insufficient.

His Worship said he would forward the whole of the depositions to His Excellency the Governor.

EDUCATION BILL. GOVERNMENT DEFEATED ON AMENDMENT.

NOT A VITAL ISSUE.

London, Yesterday. In the House of Commons today, the Government were defeated by 282 votes to 249 on an amendment to the Education Bill moved by the Labour Member, Mr. J. Scurr, demanding that the Bill should not operate until aid was extended to non-provided schools.

Mr. MacDonald subsequently announced that the Government would not treat the defeat as vital, as no principle were involved if the Government accepted the amendment.

Third Reading.

The House of Commons passed the third reading of the Education Bill by 256 votes to 238. Reuter.

[On December 3 the House of Commons passed an amendment postponing the operation of the School Age Bill to September, 1932.]

General Opposition.

Rugby, Yesterday. In the House of Commons tonight the Government were defeated in a division on the report stage of the Education Bill for raising the school leaving age. The Bill was met in opposition from groups in all political parties on the question of State aid to be given to non-provided Secretarian schools to enable them to fulfil the programme of building and staffing involved. A series of conferences to reach agreed settlement had been held by the Education Minister during the recess, but proved abortive.

The division took place on an amendment moved by Mr. Scurr, Catholic Labour Member, to suspend the operation of the Act pending an arrangement for such aid, and resulted in 282 votes against 249.

Questioned by Mr. Baldwin whether the Bill would be proceeded with to-night, the Prime Minister said that no principle at all was involved in the division and he hoped the House would proceed. The motion to adjourn the House, moved by the Conservatives, was not pressed to a division.—British Wireless Service.

BANK NOTE TRICK.

WOMAN GIVES MAN MONEY AND JEWELLERY.

Another female victim of the famous bank note trick, Chan Ying (23), a spinster living at 16, Queen Victoria Street, made her report to the Police.

She stated that at about 6 p.m. yesterday, two Chinese males approached her, and suggested that they had \$70,000 in a parcel, and that she should hand her money, totalling \$1,305, also her jewellery, valued at \$107, putting the whole lot together. She gave the men the money and jewellery, and they let her retain the parcel.

The woman then missed the men, and on opening the parcel, which was said to contain \$70,000, found that its contents were only waste-paper.

IN THE SOUP.

UNITED STATES PEEVED WITH LIBERIA.

Washington, Yesterday. Reports from Geneva that the United States is seeking to wash its hands of Liberia, have elicited a State Department announcement that, while it is not in accord with the policy of the United States to assume any exclusive responsibility in the continent of Africa, the American Government will gladly consider sympathetically any proposal of international co-operation to help Liberia to solve her problems of sanitation and slavery.—Reuter's American Service.

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How the romance is untangled and Bolte becomes the victim of his own cruelty is told in "Mamba." Eleanor Boardman plays the purchased bride and Ralph Forbes the young officer. Others in the cast are Josef Swickard, Claude Fleming, William Staunton, William von Bruecken, Hazel Jones and Arthur Stone. RCA Photophone recording.

"CALL OF THE FLESH."

Talkies sometimes bring celebrities of the screen back to things they did on the stage, before they faced the camera. For instance, it took the talking pictures to get Renee Adoree back into dancing.

Miss Adoree, when she does her Spanish-dance with Ramon Novarro in "Call of the Flesh," Moto-Goldwyn-Mayer's romance of Spain which will open on Sunday at the Queen's Theatre, is really going back to her first job.

Long before she won fame as "Mellandine" in "The Big Parade," Miss Adoree was famous on the stage in Europe as a dancer. She was dancing in Belgium when the German invasion started during the war; was smuggled away in a

(Continued at foot of preceding Column.)

Ten Years Ago.

[From the "China Mail" of January 22, 1921.]

To-day's dollar is worth 2/11.

Prat, W. P. C. Trafford of Hong Kong University reached Japan a fortnight ago to become a Professor of the Osaka Higher Commercial School. Professor Trafford is a graduate of Oxford University, and his speciality is commercial science. He was recommended to his new post by Sir Charles Eliot, British Ambassador in Tokyo. The latter, having previously been president of Hong Kong University,

BRITISH ACTORS IN "ATLANTIC."

An Epic of Heroism at Sea.

AT THE QUEEN'S.

Although in many respects a remarkable achievement, "Atlantic," the "talkie" drama of the sinking of the Titanic, by no means approaches the high standard that we had been led to believe by the London Press reports this British film attained. In the first place, there is no noticeable plot, the whole story dealing with a protracted series of the reactions of various types of passengers to the realisation that the liner which they had imagined to be as unsinkable as St. Paul's, having been struck by an iceberg.

Good Acting.

The acting is always good, especially that of Frank Dyall as John Rool, the elderly novelist who displays such noble heroism in the last hour. The terrifying moments when the boats are lowered, when fear drives men and women to acts of frenzy, and the iron discipline compels the officers to use their revolvers, are splendidly captured on the screen. The action is trifle slow, and the photography sometimes dim, but it is a rare pleasure to hear the distinct musical tones of the English voice! The ending is moving and not overdone. "Atlantic" is a picture we recommend you to see.

"MAMBA" AT CENTRAL THEATRE.

"Mamba", the feature attraction to-day at the Central Theatre, we believe brings to the talking screen the first drama of feature length to be produced entirely in Technicolour. We have had musical comedies and colour sequences in pictures of various types, but "Mamba" is sheer drama—without a single theme song—and its locale has been laid in the heart of an African jungle.

Jean Hersholt, Eleanor Boardman and Ralph Forbes head the cast of this Tiffey production, which Al Rogell directed from an original story by F. Schumann-Heink and John Reinhardt. Hersholt, once again in his spectacular career as an actor, turns mean. In fact, it is from the meanness of the character he portrays that the picture gets its title, for the Mamba is a deadly poisonous snake of Africa—and August Bolte is as vile and feared as any reptile.

"Exquisitely Bred."

<p

TREND OF MODERN LEARNING

DICTUM OF THE ANCIENTS.

Italian Convent's Splendid Tradition.

SIR W. HORNELL'S ADDRESS.

There was a large gathering at the Canossian Institute (Italian Convent School) last night, when the prizes won during the year were distributed by Sir William W. Hornell, Vice-Chancellor of Hong Kong University.

The distribution was preceded by a very pleasing concert by the pupils, which included a colourful, and well-sung five-act operetta, in Italian.

The Rev. Father Joy then read the School Head Mistress' report, after which the prizes were given out.

PUPILS' SUCCESSES.

Sir William Hornell, returning thanks to the staff, congratulated them upon their pupils' successes in examinations. He went on to review the trend of modern education, and to analyse its values. He also referred to the conception of education as formed by the philosophers Plato and Aristotle, and concluded by urging the present pupils at the Convent to live up to the high traditions of the past.

ANNUAL REPORT.

The Revd. Father Joy, having extended a welcome to the visitors on behalf of the Rev. Mother and staff of the Italian Convent, said that it gave them pleasure in particular to welcome Sir William Hornell. His presence at this function provided them with an opportunity of offering him their congratulations on the honour recently conferred on him in recognition of the great work he has done for education.

Father Joy then read the Head-mistress's Report as follows:

Attendance.—The average daily attendance in the year 1930 num-



Wife: "John, the clock fell just a minute after mother had passed it."

Husband: "That clock was always slow!"

Passing Show, London.

bered 466 scholars. The highest enrolment was attained in the month of March when the pupils on the Roll numbered 502, 46 in excess of the previous year 1920.

Health:—Dr. Koch reported favourably on the health of the school at his two half-yearly inspection. He visited the girls in their airy, capacious classrooms and in the Boarding Department, stating that all were well cared for.

Staff:—The working staff consists of 14 European teachers and six assistant teachers. One more European teacher, who has just completed her course of studies in Britain, is expected to arrive early in February.

The Inspector of English Schools, Mr. Sutherland, visited the school during the last days of October. I take this opportunity of expressing our appreciation of Mr. Sutherland's comments on the school on the points of efficiency, progress and discipline which are always appreciative and encouraging and helpful.

University Successes.

The most successful candidate was Miss Mary Cheung who obtained the Matriculation Certificate with Honours and two Distinctions in English and Biblical Knowledge. (Applause).

The ten girls presented for the Senior Examination, passed all, three with Distinctions in Biblical Knowledge. The 18 pupils who attended the Junior Division were all presented for the Junior Examination, and all were successful, obtaining 14 Distinctions, six in English, two in French, one in Needle-work, in Dutch and Biblical Knowledge.

To meet the demands of the new Regulations, in the early months of last year we introduced Object Drawing in the Lower Classes, and a systematic course of Model Drawing in the Remove and Upper Classes. This addition to the school curriculum has captured the interest of the pupils, and should be of great educational value by developing in them the

power of intelligent observation of objects as they stand in nature.

I am happy to state that physical culture is well attended to under the skilful tuition of Miss Lee, a qualified teacher. Regular classes of drill and gymnastic exercises are practised in the open air with much success and utility. We hope that by next year our pupils will be able to present a Drill Display for the entertainment of our numerous friends.

Girl Guides.

The fifth Hong Kong Company of Girl Guides was formed last September under the captaincy of Miss Swift; the Girls were duly enrolled in the local Association by the Acting-Colony-Commissioner, Miss Jaques, and the Secretary, Mrs. King. They are doing interesting work during their meetings, and the Staff wish to express to Miss Swift and Miss K. Tse their grateful appreciation of the devotion and interest which they have shown in the working of this excellent organisation.

An atmosphere of happiness is essential to successful education. I would therefore like to stress the point that our pupils are happy and cheerful at school. So far from finding school life a drudgery or too exacting they carry out their work in a spirit of cheerfulness, and find that pleasure in it which carries its own compensations. They are happy at school and when they leave school they still regard this convent as a second home, full of pleasant associations, to which they return frequently and with which even those who leave the Colony never lose contact. (Applause).

This point—to us an essential point in our educational efforts—was stressed by the former Inspector, Mr. Ralph, (whose kindness to us will never be forgotten), when he stated in one of his reports: "Happiness appears to be the keynote of the pupils of the Italian Convent." This testimony of Mr. Ralph, repeated and reinforced by that of all who come here to visit our classrooms and our playgrounds, is to us a matter of the greatest consolation.

Children Love Their Duty. The children love their work and their duty; and duty, when loved, brings its own sweet reward. Outside of actual school work the children go with their teachers for picnics, for walks and to shows of educational interest and value. Thus is formed a bond of union and affection which, we hope, with God's loving Providence will contribute its share to the noble mission of preparing good, fit Christian women for Society. (Applause).

His Lordship's Prize for Catechism was won by Misses Olive Chacarratgeui and Mary Cheung. The distinction of having her name inscribed on the Lurgard Shield for integrity and unselfishness, was awarded by the School Staff to Miss Mary Cheung.

The Lurgard Scholarship for the year 1931-32, Miss Mabel Cho.

Lady Ho Tung Scholarship for good conduct and progress awarded to the Misses Evelyn Olaeas, Ida da Rosa and Amy Chu.

Matriculation and Senior Certificates and Prizes:—Mary Cheung, 1st Class Prize, Matriculation Certificate with Honours, and Distinction in English and Biblical Knowledge; Olive Chacarratgeui, 2nd Class Prize and Distinction in Biblical Knowledge; Amy Leong, 3rd Class Prize; Ida da Rosa, Distinction in Biblical Knowledge.

The other Senior Certificates were won by Audrey Winsel, Irene Chen, Maria Gomez, Gertie Bowen, Evelyn Olaeas, Thelma Webster, Agnes Leong, Minna Abbas and Caroline Kwan.

Junior Prizes.

The Junior Certificates and Prizes are as follows:—

Josephine Wong, 1st Class Prize, Distinction in English, Dutch and Biblical Knowledge; Daisy Cho, 2nd Class Prize, Distinction in English and French; Marguerite Chaillat, 2nd Class Prize, Distinction in English and French; Amy Chu, 3rd Class Prize; Alice Rodriguez, 3rd Class Prize, Distinction in English, Needlework and Biblical Knowledge; Mary Smith, Distinction in English and Biblical Knowledge; Mary Botelho, Distinction in English; Alice Wong, Distinction in Biblical Knowledge.

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Class 1—Socorro Tavares, G. Rosa and Maria da Rosa.

Class 2—Patricia Roza.

Class 3—Alice Xavier.

Class 4—Reinhard Ondrej.

Prize for Application:—Ermilia Gauthier.

Portuguese Junior Examination:—Alice Rodriguez.

is a luxury for which those who want it should be made to pay.

Maxims of The East.

Sir William went on to refer to the maxims of Plato and Aristotle, who laid the foundation of the political, social and ethical philosophy of the East.

Aristotle started proclaiming that man was by nature a social animal, i.e., a living creature whose development was only possible as a member of an organized community. State as he called it. Now the State to Aristotle was not a mere fortuitous collection of individuals living in a certain area. It was far more than this. "The State," argued Aristotle, "has a moral character exactly as an individual has and its responsibility is like his. If the object the State sets before it is not realized in its citizens, it is not realized at all. And this object is not something indefinite but the building up of a fixed type of character, what Aristotle called "Ethos." Failure to produce this type of "Ethos" of character is the failure of the State, for this "Ethos" is that living spirit that keeps the political body healthy and united. "The greatest of all security," Aristotle wrote, "for the permanence of constitutions" is what all men now neglect, namely education in accordance with the constitution, for the best laws in the world are of no avail, if men are not educated in the spirit of the State. When, therefore, Aristotle asked himself: "How shall we make our citizens good men?" he replied without a moment's hesitation, "By education." To him in fact the fundamental problem of politics was one of education.

"We would not have our citizens," wrote Plato, "grow up among images of moral deformity or in some noxious pasture and there to browse and feed upon many a baneful herb and flower day by day, little by little, until they silently gather a mass of corruption in their own soul." The greatest force, he added, "in shaping the lives of men and women is public opinion, whose voice sounding in the Assembly and the Law Courts is practically irresistible by the efforts of individuals."

"The power of evil," he concluded, "can only be counteracted by creating a power of good as penetrating, as unconscious, as universal. To do this is the true function of a system of education."

A Great Tradition:

The speaker then traced the history of Maddalena di Cannossa to whose devotion, the women and girls of the Colony owed the Italian Convent, and all that it has stood for, and stands for still. Pupils of the Convent had inherited a great tradition, and they should see to it in their lives and conversation that they were worthy of it. (Applause).

PRIZE WINNERS.

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Portuguese Junior Examination:—Alice Rodriguez.

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H.E. To Attend.

It has since been ascertained that His Excellency The Governor and Lady Peel have graciously consented to attend.

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It

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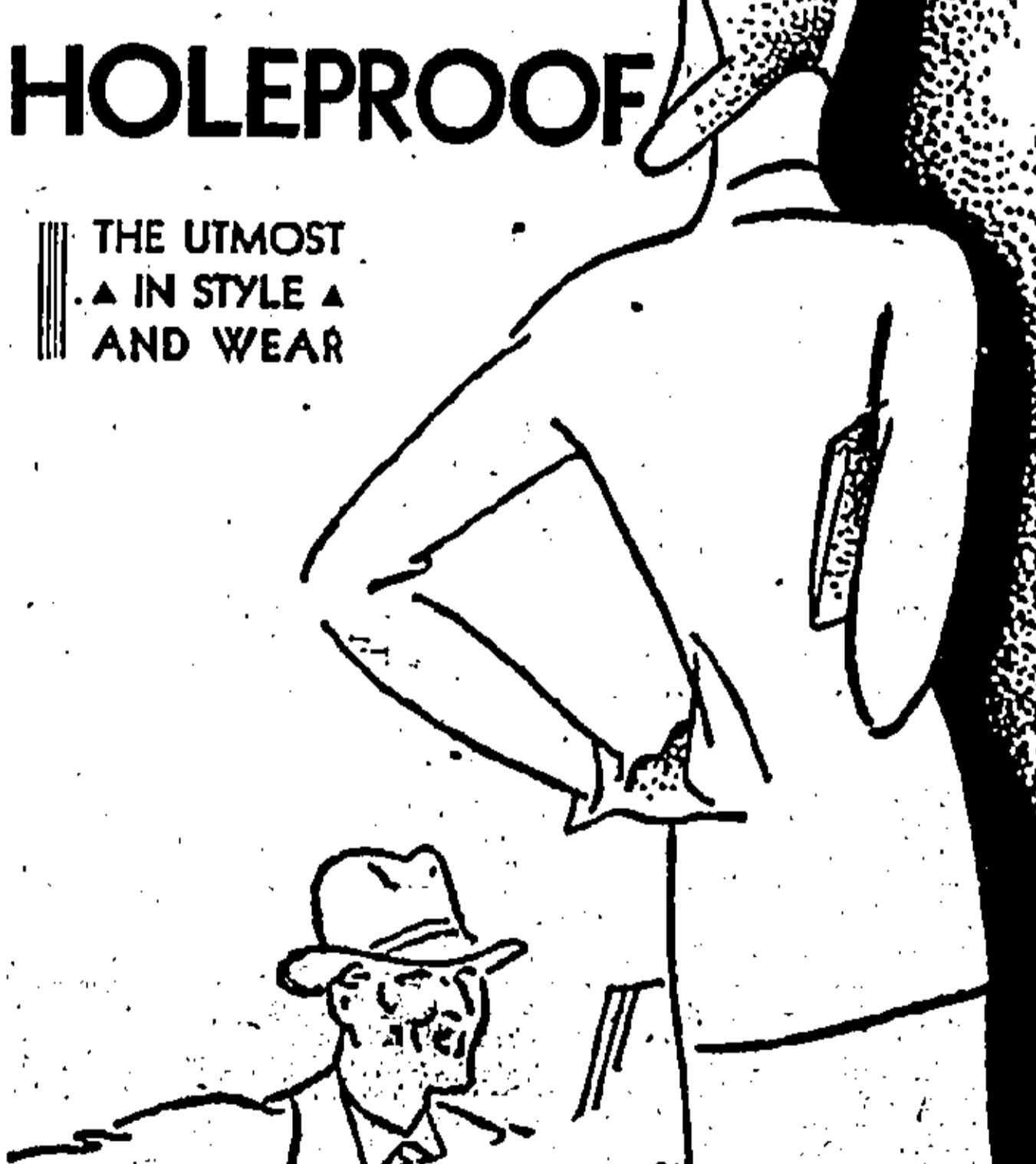
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HOSTIERY

Sport Columns

RUGBY FOOTBALL.

ANOTHER WIN FOR NAVY "A" FIFTEEN.

EVERY METHOD ADOPTED.

(By "Scrum Half")

In a game marred by continual infringements the Navy "A" fifteen defeated the Club "A" by two goals, a dropped goal, penalty goal, and a try (20 points) to a try (3 points) on the Club ground yesterday afternoon.

The Navy fielded a very different side to that which defeated the Club so heavily last week, but for all that showed a marked superiority throughout the game. At forward the Navy held an advantage which they never allowed beyond their grasp. They certainly can teach the Club a thing or two in this department. I could not help noticing how they were on the man with the ball every time and their backing up of each other was in direct contrast to the play of the Club forwards.

McElney Shines.

There were only two forwards worth mentioning in the home pack, McElney and Atkinson. The former played an excellent game and showed a fine turn of speed in the loose. He has ball control and any amount of dash. Atkinson showed flashes of brilliance but seemed tired all too soon. If all the forwards were to work together there would be no need for that extra exertion which is necessary when no one is in support. It is these short spells which demand that little bit of extra energy that fatigues the man who has gone all out from the kick off. Combination not only helps the scoring but it helps the players of the side.

Worrall's Dropped Goal.

An enterprising dropped goal by Worrall opened the scoring for the Navy. The ball had come out of the scrum at a difficult angle and Worrall, seeing that he could not pass to advantage, tried at goal with every success. It was a really good effort and saved a dangerous pass to his inside-man. A penalty against the Club for off-side was taken advantage of by Sinter, who kicked a magnificent goal.

Intercepted Pass.

Worrall was again in the lime-light when he intercepted a pass that Prophet gave from the base of the scrum and ran through to score between the posts. It was a splendid effort but he was fortunate to bring it off, as Prophet, if he had been looking where he was going to pass, would have seen him getting into position, and gone round the blind side of the scrum. This was a glaring example of a wild pass from the scrum. A scrum-half must always know where and when to pass in order to avoid the attentions of a fast stand-off-half.

Clever Passing.

A really good display of short passing between Nicholson, Wilkinson, Pascoe and Moore led to the last named touching down beneath the posts. As a forward movement this was first-class and had the Club completely rattled. It only goes to prove the importance of clean handling to all forwards. Nicholson easily converted.

Good Tackling.

Green playing at fly-half in the early stages was deadly in his tackling and very aggressive when under pressure. He affected one or two pretty cut throughs which gained valuable ground when the Club were in their own twenty-five. One particularly good tackle of his saved a certain try when he brought Nicholson down after a promising move had been started. I feel that this tackle had something to do with Nicholson's absence in the second half.

Kick Charged Down.

Crossing over seventeen points to the good the Navy kept up pressure and were soon over for an unconverted try when Parker, as the result of a three-quarter movement, broke through. Strictly speaking he should not have been allowed to get over as there were two men on him and he ignored Pascoe on his left, who was unmarked. The kick was cleverly charged down by Kerr, who got there before Worrall gave him the signal.

Solo Effort.

The Club scored their lone try when McElney as the result of a purely individualistic effort got over in the far corner. It was a very brain-worthy effort and fully deserved a try. Johnson failed to convert from a difficult position. The Club were outplayed by the

ARMY BOXING.

CHAMPIONSHIP FINALS DECIDED.

PTE. McGOWAN'S SUCCESS.

Some very keen, if rather crude, fights were seen at the Theatre Royal last night, when the finals of the Army Boxing (Individuals) Championships were decided.

Probably the best fight of the welterweights, won by Pte. McGowan of the Argylls. His opponent was Pte. Morrison, S.W.B., who took a facie from the fast-moving Scot in the first two rounds, but came back strongly in the third with some nicely-judged lefts. McGowan seemed tired, but came up like a wildcat in the extra one and a half minute round ordered by the judges, and had his man almost out at the finish. He would have finished the affair summarily if his judgment of distance had been better.

McGowan had previously beaten Sapper Evans, of the R.E., who was hard put to it in the first two rounds to keep out of danger. He was very tired in the third, and ran into a right clip to the jaw that dazed him for several minutes after he had been counted out.

Scrambling Fights.

There were also two fights in the light-heavyweight class, both of a scrambling nature. Bdr. Wharton, R.A., beat Pte. Livingstone, S.W.B., in the first bout, after being down in the opening round. He seemed very rattled, but got Livingstone into a neutral corner in the second, and dealt out some not very dreadful punches to the head and body. Livingstone went down on his knees, and stayed there for the silent count, which he probably misjudged, as he finished quite fresh.

In the final Wharton met L.G. Penfold, S.W.B., and won on a foul in the second round. He had the best of the opening round, but Penfold opened up later, and looked promising until he struck Wharton when the latter was on one knee. The bout was a very crude affair.

Flys And Bantams.

Drummer Perry, A. & S. H. beat Pte. Slythe, S.W.B., in a bout characterised more by pace than punches. The bout was for the flyweight title. Perry improved after an indifferent start, and boxed really well in the second and last rounds, showing a workmanlike left hand.

L/Cpl. Costello, Argylls, took the bantams from Pte. Blanchard, S.W.B., after the latter had started by forcing the pace. Costello scored a clean knockdown in the second canto. He went out to win decisively in the final round, but had left it too late. Blanchard stuck it out, and was a good loser.

A Plucky Winner.

In the feathers Cpl. Garland, S.W.B., met Pte. Blackburn, Argylls. Both had some ring experience, and Garland was down early on from a body dig. He managed to resume, and got through the round. There was some heavy punching in the second, Blackburn being very cool, and showing up well. Garland however, landed heavily to the jaw once or twice, and kept up the good work in the third, Blackburn being very tired. Garland well earned the decision.

Pte. Roberts, S.W.B., won the lightweights from L/Cpl. Walker, Argylls, after a strenuous bout in which little real damage was done, both being repeatedly out of distance.

Middle Weights.

In the middles Sgt. Waller, Argylls, beat Pte. Jones, S.W.B., after an uninteresting fight. Waller was content to wait for a chance to land a heavy right, but the other man's defence was equal to the occasion. Waller landed what solid punches there were, and this gained him the decision.

A Clever Tackle.

Green playing at fly-half in the early stages was deadly in his tackling and very aggressive when under pressure. He affected one or two pretty cut throughs which gained valuable ground when the Club were in their own twenty-five.

One particularly good tackle of his saved a certain try when he brought Nicholson down after a promising move had been started. I feel that this tackle had something to do with Nicholson's absence in the second half.

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Crossing over seventeen points to the good the Navy kept up pressure and were soon over for an unconverted try when Parker, as the result of a three-quarter movement, broke through. Strictly speaking he should not have been allowed to get over as there were two men on him and he ignored Pascoe on his left, who was unmarked. The kick was cleverly charged down by Kerr, who got there before Worrall gave him the signal.

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R.A.P.C. BEAT R.A.S.C. YESTERDAY.

Colonel Robertson in Good Batting Form.

GOOD BOWLING FIGURES.

On the H.K.C.C. ground yesterday afternoon the Royal Army Pay Corps defeated the Royal Army Service Corps by 26 runs.

Batting first, the R.A.P.C. compiled the useful total of 181 runs, for which they were largely indebted to Col. Robertson, who played an excellent knock for 61 runs. Nearly all the opposing bowlers returned good figures, Pamplin having the best analysis of 3 wickets for 21 runs.

Only a stand between Major Airey (26) and Reynolds (15) prevented a complete collapse when the R.A.S.C. batted. Cole tried hard to hit off the runs but could get no one to stay with him and at the close of the innings was un-defeated with 21 runs to his credit.

Davies captured half the wickets for 31 runs and Major Herbert and Captain Etherington also bowled well.

Scores:—

R.A.P.C.		
F. E. Matthews, c Cole, b Pamplin	7	
H. Orme, c Lazebny, b Pamplin	2	
Cpl. E. C. Etherington, b Cole	1	
Pamplin, b Cole	2	
J. T. A. Robertson, c Fry, b Lazebny	8	
W. Davies, b Cole	21	
Col. T. A. Robertson, c Fry, b Lazebny	61	
L. Tripp, run out	2	
Major A. S. Herbert, b Reynolds	25	
Capt. W. Williams, st. Airey, b Lazebny	15	
W. Williams, not out	18	
C. Clarkson, c Cole, b Reynolds	12	
Extras	12	
Total	181	

BOWLING ANALYSIS.		
O. M. R. W.		
Cole	11	0
Pamplin	5	1
Fry	4	1
Lazebny	6	1
Reynolds	45	1
Total	131	

R.A.S.C.		
Lt. Marshall, c Williams, b Herbert	2	
Major Langmaid, c Williams, b Davies	7	
Cpl. Cadman, b Matthews	7	
Reynolds, c and Etherington	15	
Major Airey, c sub, b Davies	26	
Cpl. Fry, c Matthews, b Davies	3	
W.O. Pamplin, c Ormerod, b Herbert	0	
R. Jones, c Evans, b Davies	0	
Lazebny, b Davies	1	
Cole, not out	21	
Mackay, b Matthews	9	
Extras	8	
Total	105	

BOWLING ANALYSIS.		
O. M. R. W.		
Evans	8	2
Herbert	10	3
Etherington	5	3
Matthews	3.5	0
Davies	7	1
Tripp	3	1
Total	105	

Our Sports Diary.

LOCAL.

GOLF—To-morrow—First Round of Ladies' Championship.

Round Game—Kowloon, Mclennan and Melhoun.

Fencing—Fanling, Semi-final.

Junior Championships, Fanling.

February 1—Second Round.

Junior Championships, Fanling.

February 8—Junior Section, Championship, R.H.K.G.C. (First round).

FANLING HUNT—Sunday—17 Pine Tree Hill, 20½/20 miles.

January 28—Race Course.

January 31—Sun Wai Camp.

RUGBY FOOTBALL—Saturday

—Club v. Army, Happy Valley (Triangular Tournament).

February 8—Club v. Navy (Triangular Tournament).

FOOTBALL—Saturday—First

Division—Chinese Athletic v. St. Joseph's; Club v. South China; Police F.C. v. Kowloon F.C.; Borderers v. Argylls; Royal Artillery v. Club de Recreio; Second

Division—Navy v. Eastern; St. Joseph's v. University; Chinese Athletic v. Club; South China v. Borderers; Kowloon F.C. v. Club de Recreio; Royal Artillery v. Argylls; Third Division—R.A.S.C. v. South China; Borderers v. R.A.O.C.; Royal Engineers v. Royal Air Force; Chinese Athletic v. Ewo.

CRICKET—Saturday—Division

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TROUBLES OF SILESIA.

A Campaign of Slander.

POLISH STATEMENT.

The Polish Ministry of the Interior has issued a statement about the recent disorders in Upper Silesia in view of what it describes as the tendentious accounts which are being spread by the German Press.

The statement points out that the authorities took steps to ensure the preservation of order and the safety of voters during the electoral campaign, and on the day of the polling for the Senate and the Upper Silesian Diet. Breaches of the peace occurred only in a few localities where the feelings of the electorate had been unduly roused. A glaring example of this was furnished by the provocative behaviour of a certain Herr Harfleger (who is described elsewhere as the German pastor in the village of Golosowice and is alleged to have decamped). His inflammatory anti-Polish activities are said to have caused the death of an officer of the Polish uniformed police named Szapek, who was killed while in the execution of his duties by members of a German armed band.

False Reports.

Three Polish citizens of German origin were beaten and German

premises were wrecked at Brzesko (Tohenbirken), and a Polish workman was killed at Nowa Wies; contrary to the tendentious reports, not a single Polish citizen of German origin lost his life. No serious incidents besides the above occurred during the period of the election. In all proved cases of disturbance an immediate investigation has been started in respect both of the persons guilty and the authorities responsible for public order. Several persons have already been arrested. The police are also inquiring into the cases of window breaking, raids on election meetings, and the like, with a view to the discovery and punishment of the guilty.

The statement ends with a reminder that the authorities have been hampered in the fulfilment of their duties by the slanderous campaign which is systematically waged by certain organs of the foreign Press.

The visible objects of the campaign (says the statement) are the permanent irritation of Polish-German relations and the prevention of neighbourly accord among the inhabitants of Polish Silesia by gross exaggeration of the smallest incident which may occur there. Attention must also be paid (the statement adds) to the fact that the Polish community has been alarmed for some time past by the campaign for the revision of frontiers conducted by certain agencies in Germany and by news of the misfortunes which have befallen the Polish population on the

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAIls

From Per
FRIDAY, JANUARY 23.
Europe via Negapatam (Letters and Papers).
London, Dec. 25, 1930. Hikone Maru
Japan, Shanghai and Europe via Siberia.
London, Jan. 3. Katori Maru
SATURDAY, JANUARY 24.
Shanghai and Swatow. Sunning
Shanghai. Rondo.
U.S.A., Honolulu, Japan and Shanghai (San
Francisco, Dec. 26, 1930). President Hayes
SUNDAY, JANUARY 25.
Japan and Amoy. Tiliwong
Manila. President Jackson
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., Jan. 3). Empress of Asia
MONDAY, JANUARY 26.
Calcutta and Straits. Yuen Sang
U.S.A., Honolulu, Japan and Shanghai (San
Francisco, Jan. 2). President Taft
TUESDAY, JANUARY 27.
Amoy. Tjikembang
Japan. Ginyo Maru
WEDNESDAY, JANUARY 28.
Java and Manila. Tjimanock.

OUTWARD MAIls

For Per
THURSDAY, JANUARY 22.
Saigon. Helikon. 8.30 p.m.
Samsui & Wuchow. Kong So. 4 p.m.
Foochow. Huihow. 5 p.m.
FRIDAY, JANUARY 23.
Swatow, Amoy and Foochow. Hai Ning. 2 p.m.
Shanghai, Japan and Europe via Siberia. Hakone Maru. 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles. Katori Maru
(Due Marseilles, Feb. 22.)
G.P.O.
Registration Jan. 23, 4.30 p.m.
Letters Jan. 24, 9 a.m.
SATURDAY, JANUARY 24.
Manila. President Hayes. 5 p.m.
"Swatow and Foochow. Cheung Shing. 5 p.m.
SUNDAY, JANUARY 25.
Bangkok via Swatow. Kalgan. 9 a.m.
Swatow, Amoy and Formosa. Hozan Maru. 9 a.m.
MONDAY, JANUARY 26.
Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco. President Jackson
(Due San Francisco, Feb. 18.)
Parcels. Jan. 26, 3 p.m.
Registration. 4.15 p.m.
Letters. 5 p.m.

*Superscribed correspondence only.

BRINGING UP FATHER

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 11½
Bank, on demand 11½
Bank, 4 months' sight 11½
Credits, 4 months' sight 1/- 5/16

Documentary, 4 months' sight 1/- 7/16

On Paris—

On demand 600

Credits, 4 months' sight 640

On New York—

On demand 23½

Credits, 60 days' sight 24½

On Bombay—

Wire 65½

On demand 65½

On Calcutta—

Wire 65½

On demand 65½

On Singapore—

On demand 41½

On Manila—

On demand 47½

On Shanghai—

On demand Tls. 75

Dollar 3½ dls.

On Yokohama—

On demand 47½

Sovereigns (Bank's buying rate) 1/- ¾

Silver (per oz.) 14

Bar Silver in Hong Kong Nominal

Copper Cash Nominal

Copper Cents 3½ prem.

Rate of Native Interest 3½% p.a.

Chinese Sub. Coin 21½% dis.

Hong Kong Sub. Con. ¼% prem.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 123.78½

New York 4.85 11/82

Brussels 34.82

Geneva 25.08½

Asterdam 12.06½

Milan 92.72½

Berlin 20.42½

Stockholm 18.13

Copenhagen 18.16½

Oslo 18.16½

Vienna 34.52½

Prague 164

Helsingfors 192½

Madrid 46.05

Lisbon 108.25

Athens 375

Bucharest 817

Rio 4 7/16

Buenos Aires 34½

Montevideo 33

Bombay 1/5 ¾

Shanghai 1/3 ¾

Hong Kong 1/

Yokohama 2/15/31

Silver Spot 14

Silver Forward 13 9/16

—British Wireless Service.

German side of the frontier, where Poles have recently been attacked by German armed bands and Polish schools and houses have been wrecked.

German Statements.

German witnesses declare that the moral authors of the disturbance were head of the commune and the local schoolmaster, who had taken the lead in an aggressive Polish procession a few hours before two German living apartments were raided. M. Grajszynski, the provincial Governor, has suspended the head of the commune and the school-master and ordered a disciplinary inquiry to be held into their behaviour.

It is also stated that if the inquiry shows their conduct to have been criminal they will immediately be prosecuted. The same applies to the head of the police, who has been removed from his post. The number of police in the commune has been increased, and a diligent search is being made for other offenders. The provincial Governor has assigned the sum of £80 as first compensation for the households which suffered damage.

A further announcement shows that the Polish Government has charged its delegate to the Mixed Commission to draw the attention of its president, M. Collander, to the fact that, contrary to the terms of the Geneva Convention, the German delegate, Herr Hilgen, the German Consul at Katowice, has made a private investigation at Breslau. This is the more surprising because the Mixed Commission is now engaged in examining that incident.

Miscellaneous.

H.K. Amus. (C. R.) \$ 80cts

(new) 27

Cald. Marg. Ord. Tls. 10½

Pref. Tls. 10½

Canton Ics 6.60

(old) 17

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Cements (com.) 12½

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China Sugars 80cts

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Malabon Sugars 27

Doc. 27

Malib. 10½

Doc. 10½

Malib. 10½

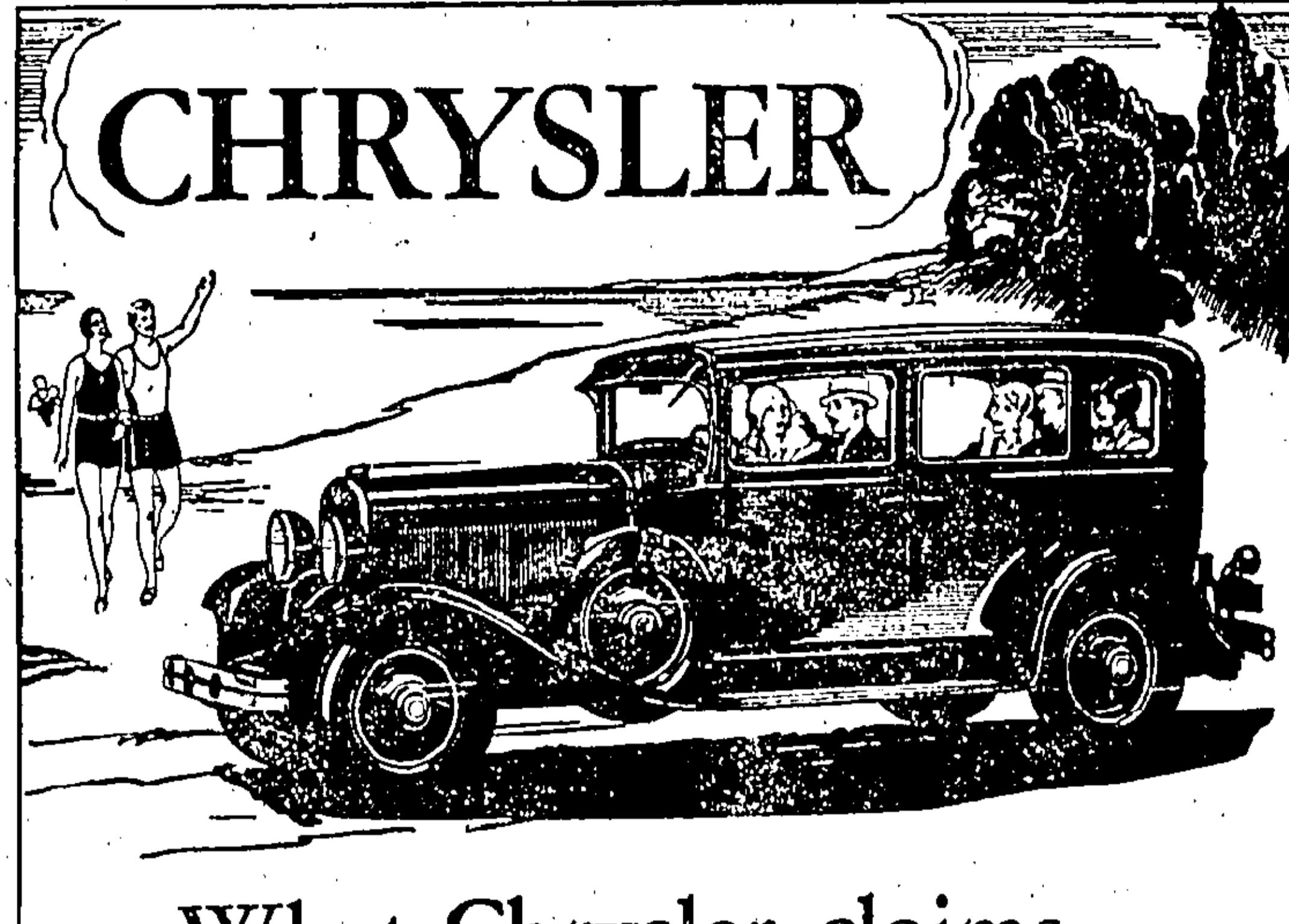
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MOTORISTS THIS IS YOUR PAGE



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AN AUTOMATON.

Miracles of Modern Invention.

Ever since the prehistoric motor-car stirred a startled world to laughter and indignation cars have tended to become increasingly automatic. Time was when the management of a motorcar was really hard work. The starting of the engine used to reduce strong men to a state of exhaustion; about the year 1902 I remember bribing a stalwart navy with a golden sovereign to accompany me on a short run from London into Kent, because my engine used to stop so frequently, and I knew that my own strength would fail after twenty or thirty restarts. Lamps were an obsession during night drives in the early days; the owner or chauffeur kept stopping to adjust water drips on to carbide or to reset and rub down the wicks of oil lamps. The changing of certain tyres, especially a famous Collier cover, secured to innumerable holes in the wheel-rim by means of innumerable studs embedded in its clinch, was a tedious business, for two sturdy mechanics. The muscles of a driver's left leg used to be afflicted with cramp after a long spell in traffic, because the clutch spring was enormously strong and the linkage so short of leverage. The brakes required such an outlay of strength that the muscles of the driver's face would register extreme tension when he descended a hill. All that has been changed, and the current cars of to-day are miracles of automaticity. The driver enters his seat and presses a knob on the ramp or the dash; and for the rest of the day he need do nothing but perform a series of light, easy movements with moderate precision. That single touch of a button starts a train of complicated operations, most of which are completely automatic. Little is left for the driver to do, except to control the speed and steer the car; and neither of these actions demands physical energy worth men-

tion, with the rare exceptions of a zigzag Alpine pass or a birdlime road surface, when the muscles still operate under an anxiety complex.

Foolproof or Not?

When we inquire whether the motorcar should be further developed towards the automaton stage, we encounter a genuine controversy. The engineers of two of our leading firms consider that the average driver desires to be delivered of every possible responsibility. They convert theory into practice by marketing cars which practically release the driver from the usual control of his clutch and gears (the allusion is to the so-called "fluid flywheel," better described as an automatic clutch, and to the pre-selector gearbox introduced under Wilson's patent three years ago). Neither of these inventions is completely automatic. Their effects are easily summed up. Without their aid a driver must display considerable skill in handling his transmission, though he is not called upon for any muscular output worthy of mention. With their aid an unskilled driver of childish physique can manage the largest car, exclusive of steering. His control of the transmission is reduced to the absolute minimum, and consists of unskilled taps on a clutch pedal at long intervals, and unskilled movements of a tiny lever, comparable to switching on an electric lamp. There are two causes for a certain delay in popularising these interesting controls. Both of them represent substantial additions to the weight and cost of a car; they are bulky components, which do not supersede any existing fittings. Large output and simplified design will in time reduce both their weight and their cost, but they can already be commercially incorporated in the smallest six-cylinder cars, listed at perhaps 50 per cent. more than the mass-production price of such a vehicle. The second cause is psychological. The majority of motorists probably regard their cars simply and solely as transport. In this they differ fundamentally from motorcyclists, who take a keen interest in the mechanical

aspect of their hobby; a cynic would say that this interest is compulsory where motorcyclists are concerned.

Anyhow, almost every motorcyclist buys a technical journal every week, and some buy two; but the majority of car owners do not trouble to study their hobby, and read no motoring journal. So some judges assert that the sooner cars are made foolproof the better. If that is true, the standard car will soon be equipped with the new transmission devices, and an era may even dawn when rails are substituted for roads and the motorist is relieved of the trouble of steering, at any rate so far as main roads are concerned.

Sporting Mechanic Type of Owner.

On the other hand, a minority of motorists face driving as they face golf. They regard it as a highly skilled pastime, in which a man may and should take intense pride; he should greet the unquestionable difficulties of handling a sensitive and vivacious sports car with a cheer, and wrestle with them, feeling profound shame whenever he commits even a petty fault, and discovering half the joy of the road in conquering the caprices and problems which his car unites with the road in presenting to him. To such drivers an automatic clutch and an automatic gearbox are anathema. They loathe them with the kind of hatred which strong hatreds may be so readily generated. If we can imagine a typical motorist, analogous to the fabled "man in the street," he would appear to us as even more complex than Stevenson's Jekyll-Hyde personality. With him dispute a sportsman, a mechanic, and a sordid utilitarian. The odds are that the utilitarian will conquer in the vast majority of motorists. The resigned, sporting, mechanic type of owner must envisage with cold shivering an era when the roads will be considerably fuller than they are yet; when every road junction will be under the control of a petty official, just as the points outside Victoria Station, London, G.B. in Exchange.

WORN TYRES.

Safe Drivers Take No Chances with Blow-Outs

On good highways, with modern motor cars, 35 to 50 miles an hour is the customary pace these days. The danger factor which must be reckoned with rests in the tyres.

"No motorist who has any regard for his own safety will drive at excessive speeds on badly worn tyres," says Mr. A. Mann of Duro Garage, Kowloon, local Fisk Dealer. "Even race drivers, skilful as they are, have a hard time handling a low-hung racing machine when a front tyre goes out from under them. In the hands of an ordinary driver, a front wheel, or even a rear wheel blow-out at 60 miles an hour is quite likely to be instantly followed by a wreck."

At speeds of 25 or 30 miles an hour a blow-out, while inconvenient, is usually not dangerous. But at 60 miles per hour, a car is travelling 88 feet per second, with terrific force. Dropping four or five inches of air cushion out from under one of the wheels almost invariably causes a sharp swerve, even if the casing is not hurled from the rim and caught on the axle with disastrous results. At low speeds the car can be stopped easily enough, but at high speeds a ditch or a collision may be the penalty.

CHEVROLET CARS.

Production Record Claimed.

An automotive record was claimed when the Chevrolet Motor Company turned out its 2,000,000th six-cylinder car on August 7, less than 20 months after the introduction of this type. The 2,000,000th car rolled off the line at the factory in Flint (Michigan) with Chevrolet and General Motors executives in attendance to witness its final assembly.

The brief time required by Chevrolet to build 2,000,000 sixes provides an index of the rapid strides made by the organisation in the front rank of volume car builders.

The company was organised late in 1911, and it required nearly seventeen years to turn out 5,000,000 of the old four-cylinder cars, while more than 2,000,000 sixes have been placed on the streets and highways of the world since January 1 last year.

Commenting on the manufacture of the 2,000,000th six, W. S. Knudsen, president and general manager of the Chevrolet Motor Company, stated that the fact of establishing a new record was significant mainly because it indicated a definite public preference for the performance and luxury which a six affords in the low-priced field.

OVERHEATING.

Whether overheating is due to general inefficiency of the cooling system, or to some mechanical defect, or misadjustment usually can be determined by noting the condition of the water when it is drained off. If this drainage is free from rust and scale, it is usually waste effort to clean out the system, or to suspect that the radiator is clogged. In cases where the water keeps clean, it is a good plan to look to the fan. There is a good possibility that the belt slips, and where this is the cause the slippage, may be due to the fan bearing being shy of lubricant.

Timing is another point to consider in overheating of this sort. In many cases the spark occurs too late. Occasionally valve timing becomes retarded. Sometimes timing is late while the car is new, but the trouble does not show up until there is a complication of conditions.

are controlled by a man in an elevated cabin; when the route of every car is mechanically determined for it, so that even steering causes to be an art; when cars mechanically adjust themselves to a set speed, keeping station behind each other like a squadron of battleships in line ahead; and when the noble art of driving ahrinks to the soulless task of touching a tiny lever or two at long intervals.

G.B. in Exchange.

PETROL OUTPUT.

Not 5 Per Cent. of Power Utilised.

The oil men are fond of saying that theirs is the greatest basic industry in the world, and they have considerable warrant for the claim.

But unless they contrive to find a way to stop this wasteful over-production in the producing and the manufacturing ends and reduce their marketing to business sanity, it will not be amiss to revise their claim that they conduct the greatest basic industry in the world to read: The greatest boob industry in the world.

Thus in the Saturday Evening Post, writes Samuel G. Blythe. He entitles his article "Seventeen Billion Gallons of Gas." And Australia's reading of this stupendous annual consumption in U.S.A., and learning of the extraordinary mud-muddle and waste in the oil industry, will get more and more homicidal when they ponder on that 2/3.

It is an absorbingly interesting article. It tells how gasoline was once an outcast: how it was thrown away in the making of kerosene. But when the motor car came on the scene, and gasoline deposed kerosene, did the waste end? No, sir! It broke out in a new and more costly direction. Overproduction, overdistribution, overhead gone mad. And that is the position to-day.

"Fantastic" — "Unbusinesslike."

"From the single pump on the curb," writes Blythe, "the gasoline-selling business has grown to an expansion and multiplication of selling stations that is as fantastic as an Arabian tale and as unbusinesslike as lighting cigars with 100 dollar bills. There is testimony to this in every community in the United States and along every highway."

And we have a taste of this madness in Australia, adds a writer in that continent. Nothing like the 317,000 filling stations they have in U.S.A., of whose equipment all but 10 or 15 per cent. is owned by the oil companies.

But still there are streets in our cities that show veritable forests of bowsers.

Blythe tells how the industry grew until at present it has \$2,400,000,000—pounds, not dollars—invested, and more than a million employees at an average of 10d. a gallon for their product. How price wars occur, and how gas is sold as low as 1½d. a gallon.

Energy "To Burn."

But probably his most interesting news—petrol at 1½d. a gallon is not news; it's miracle—is about the juice itself. Its powers and potentialities.

We learn that there is enough heat produced when a gallon of gasoline burns to raise the temperature of 15,000 gallons of water one degree. Converted completely into work this amount of heat energy is equivalent to the effort expended in lifting 50,000 tons of coal, or 1,000 carloads a foot off the ground. It is enough to elevate more than a carload of coal to the very top of the Woolworth Building, which towers 792 feet above the pavement.

In fact, it is enough to lift the entire Woolworth Building five and one half inches above its foundation.

Expressed in terms of the automobile, the energy produced by burning a gallon of gasoline is equivalent to the work in raising a Ford car ten miles vertically in the air, or in propelling it a distance of 450 miles along a paved road at 20 m.p.h.

Just the gallon of petrol?

The article goes on:

Charles F. Kettering, one of our greatest gasoline engineers, described the enormous power pent up in this amazing fluid by picturing an automobile being towed along the road by a thread of gasoline so tiny as to be almost incalculably small. Imagine, if you are so minded, a gallon of gasoline stretched out to the length of 450 miles—and

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MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

FOR POWER, SPEED, SILENCE, SAFETY, ECONOMY and RELIABILITY

Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

that will take some imagining, for the thread of it would be so small as to defy measurement.

But there it is, and Mr. Kettering, having laid his thread of gas, compares the strength, the pull, of that thread with the tensile strength of steel.

Steel is one of our synonyms for strength. In our physics days in school they told us that plane wires have a tensile strength of about 200,000 lb. to the square inch.

A piano wire would be an enormous cable, and not a very strong one, compared to Kettering's thread of gasoline, for this minute thread contains the energy, if utilised to its last ounce, to move an automobile weighing 1,750 pounds for 450 miles along a paved road at a speed of twenty miles an hour.

The energy stored in one gallon of gasoline has a tensile strength of more than twenty times that of steel—more than 4,000,000 pounds to the square inch.

Of course this subject of utilisation of more of the power that exists is, and will be, the constant subject of study with all gasoline engineers and many scientists, but the chances are that 90 per cent. of the power available will go unused for a long time to come, thrown away and dissipated in friction.

Prodigal waste. Especially at 2/3 a gallon.

SIXES v. EIGHTS.

Competition in America.

It is interesting to note the definite trend towards 8-cylinder cars as against sixes in the United States. A few years ago sixes made competition in America; they are facing competition. Six-cylinder cars are losing ground to the eights; yet, in spite of this, four-cylinder cars are the biggest sellers in the United States, thanks to the popularity of the Ford, the sales of which total about 43 per cent. of all the passenger cars in the States.

As far as the development of the eight-cylinder engine is concerned, even as far back as 1917, the Cadillac 8 was being marketed in U.S.A., and they have been making an eight ever since. It is not generally known that there was an eight-cylinder Chevrolet made in 1919. In Europe Italy made the Isotta-Fraschini 8 in 1920, and the Lancia 8 in 1922. England had the Leyland 8 in 1920, and France produced the Darracq 8 and the Delage 8 in 1922, the Bugatti 8 in 1922, and the Panhard 8 in 1922. One of the best known early American eights was the Packard, which has been in production since 1924. Whilst isolated eights, V, and straight in line have been marketed in U.S.A. for some years past, it is only about two years ago that the development became general and now its adoption has become pronounced in all lines and price classes in America.

Whether public demand—the only deciding factor—will ensure the future popularity of this type of engine, yet remains to be proved. In U.S.A., with its vast petrol supplies and low retail prices for fuel and oil, obviously cost of petrol does not play such an important part as it does in this country, with petrol costing approximately three times as much, mainly owing to the Federal Government collecting 7½d. on every gallon of petrol used. Ever since the advent of the automobile, engineers have been striving for two things—power and economy of operation; and it is these two factors that to-day have many Australian motorists thinking. Power is desirable, and in many instances essential, but the economic value of a motor car and motor truck is governed by what it gives back to the user in service, and the cost of that service.

Everything being equal, the big powered motor vehicle is just as acceptable to the Australian motorist as it is in America, but operating costs, apart from initial outlay, are far from being equal, and consequently running expenditure is definitely higher in this country. We can derive all the benefits that accrue from using eights just the same as they do overseas, but unfortunately we cannot run them at the same fuel cost. Maybe by the hydrogenation process of distillation of our brown deposits or the discovery of oil in commercial quantities, petrol may yet be produced in the Commonwealth, and in that direction appears to be the only hope of petrol prices coming down. This is an aspect of growing importance in Australia, and one that must be considered with due regard

LOW GRADE FUEL.

Effects on the Engine.

In spite of the increased fuel economy of modern cars many owners, compelled to study upkeep costs, are attempting to run on very low grade motor spirits, but these attempts do not end always with satisfaction, as modern engines in their standard form run at their best only on first or second grade fuels.

In addition to the correct heat producing carbon, these fuels contain elements which make the rate of flame travel in the cylinders more suitable for a motor car engine. The characteristic of a low grade petrol is not a lack of carbon, but an absence of these necessary elements.

However, in the low grade fuels there are other components of very low volatility which can be brought into use by the action of heat. Therefore, the first essential for use of these fuels is a "hot spot," which should be situated at the junction of the carburettor pipe and the induction manifold. It should be arranged so that the fuel particles strike directly on the hot surface, and these, highly disintegrated, then enter the engine.

To get the best effects the "hot spot" must be very hot, very local, and at right angles to the direction of the fuel spray. Many engines still in service are not fitted with a hot spot, and as this is a little beyond the average owner-driver, he should turn his attention to providing a hot air intake to the carburettor. This can be done by fitting a sheet metal muff around the exhaust and carrying a tube from the muff into the carburettor intake. The muff should be long, and retained around the exhaust should be a clearance of about one-third the diameter of air pipe.

Some method of admitting cold air must be fitted on this pipe. It is a good plan to make this adjustable from the driver's seat, as fairly close temperature limits are necessary to obtain good results. If the air is too cold, loss of power and inflexibility will be noticed, while if the air is too hot, detonation or "pinging" will result when the engine is pulling hard.

Generally speaking, it will be found that if an engine runs well and economically on first grade petrol, change to a low grade will necessitate a slightly richer mixture for good running. It may be found that even with "hot spotting" and air heating that about 15 per cent. enrichment of mixture is necessary to stand detonation, and in this case the use of a very low grade fuel will certainly give no improvement in economy, owing to the higher rate of consumption.

In conclusion, it may be stated that there are engines with fairly high compression that will burn extra low grade without knocking, but in the average case it is only possible to make the change when an owner is prepared to sacrifice a certain amount of engine efficiency.

to the existing financial conditions, plus the price of petrol, by those catering for Australia's automobile needs.

DRIVING A CAR.

Final Automobile Club Lecture.

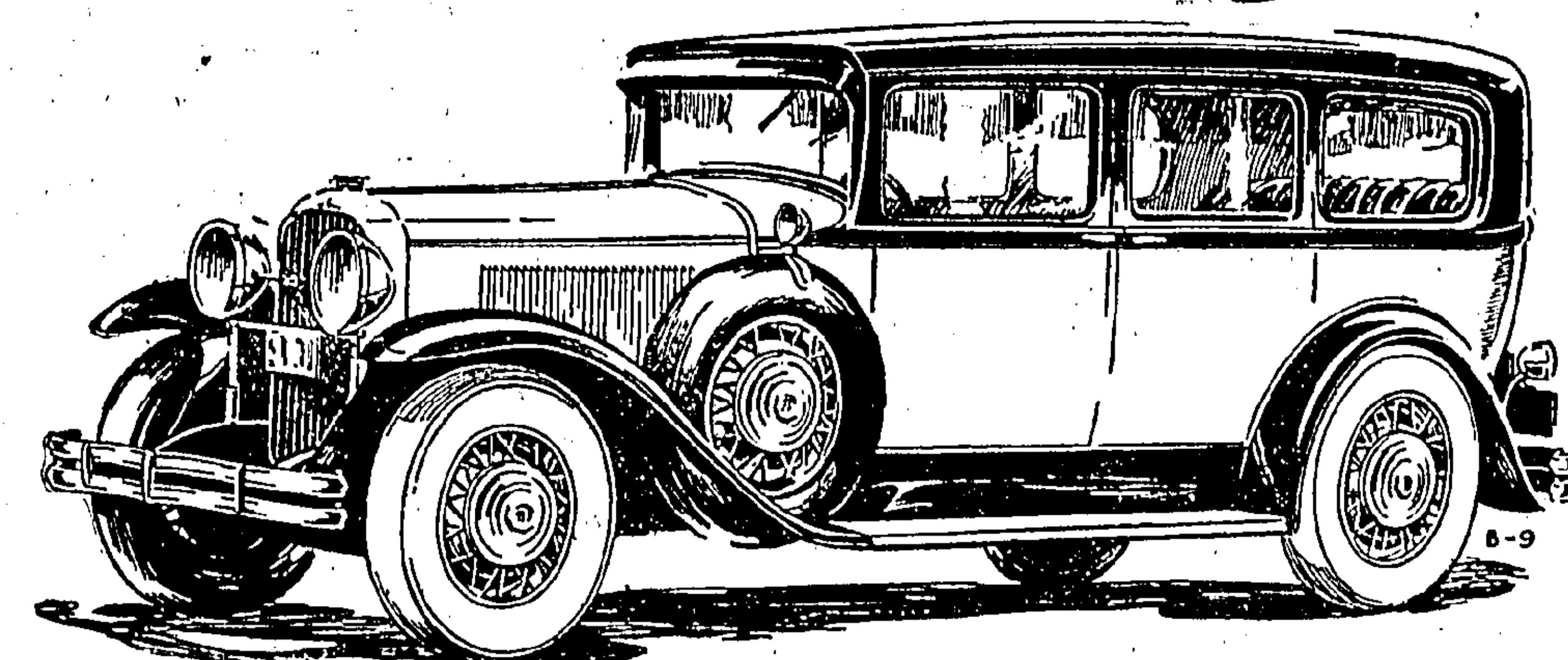
The last of the third series of lectures was delivered at the Royal Automobile Club, Perth, W.A., by the Technical Adviser (Mr. H. Mason). These lectures have dealt with the parts that go to make up the motor car, and it was thought fitting that the last lecture should be on how a car may be so managed as to ensure its long life and perfect running.

The lecturer explained that no matter what good quality materials go to make a car, whatever price is paid that the best "purchasable" shall be procured, if that machine is not handled correctly and with intelligence, it cannot, at any time during its life, give that excellence of service that is intended by the designer and the manufacturer. It is therefore necessary that every car owner shall be a good driver, the first essential being that he shall thoroughly understand the car of which he is in charge. Those people who have attended the course of lectures have commenced to tread in the correct path, for it is quite impossible to manage any piece of machinery properly unless one has a good knowledge of how that machinery operates.

The Preliminary Inspection. In order that all phases and circumstances of driving might be dealt with it was imagined that the car owner left his home in Perth with the intention of proceeding to the Yallingup Caves. Having packed the car with the necessary personal luggage, the owner should examine the car's tyres, petrol tank, radiator and oil level, observe that the ammeter and oil indicator are working perfectly and generally satisfy himself that his car is in perfect running order. He should spend a few moments sitting in his car listening to the beat of the engine. By this means his car will become attuned to what is the correct and normal engine sound and should that sound vary at any future time, due probably to some mechanical defect, the change of tune will immediately make known to the driver that all is not well.

The correct methods of declutching, engaging gears and letting in the clutch were then dealt with. These, the lecturer stated, were most important at the incorrect use of the transmission imposed enormous strains on such parts of the car as the clutch, the crankshaft, the gear box and the rear axle. The car was then regarded as having been moved out of the owner's garage, all ready at the road side to move away. The good driver will, on every occasion, move the car from a stationary position with a perfectly smooth motion. No jerking should be permitted, and if, due to lack of practice, the driver does permit the car to jerk, he should stop, and again practise that move off until he is quite satisfied that no part of the car has been subject to strain. The comfort of the passengers must be considered also.

Many drivers who are only just capable of causing a car to proceed along the road consider themselves good drivers, yet when one considers such points as road courtesies, the correct giving of



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In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models GS1,530 to GS1,655
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The **BUICK 8**
The Eights with Buick's Prestige

road signals, correct gear changing, correct brake application and the general good management of the car, they are really very poor drivers.

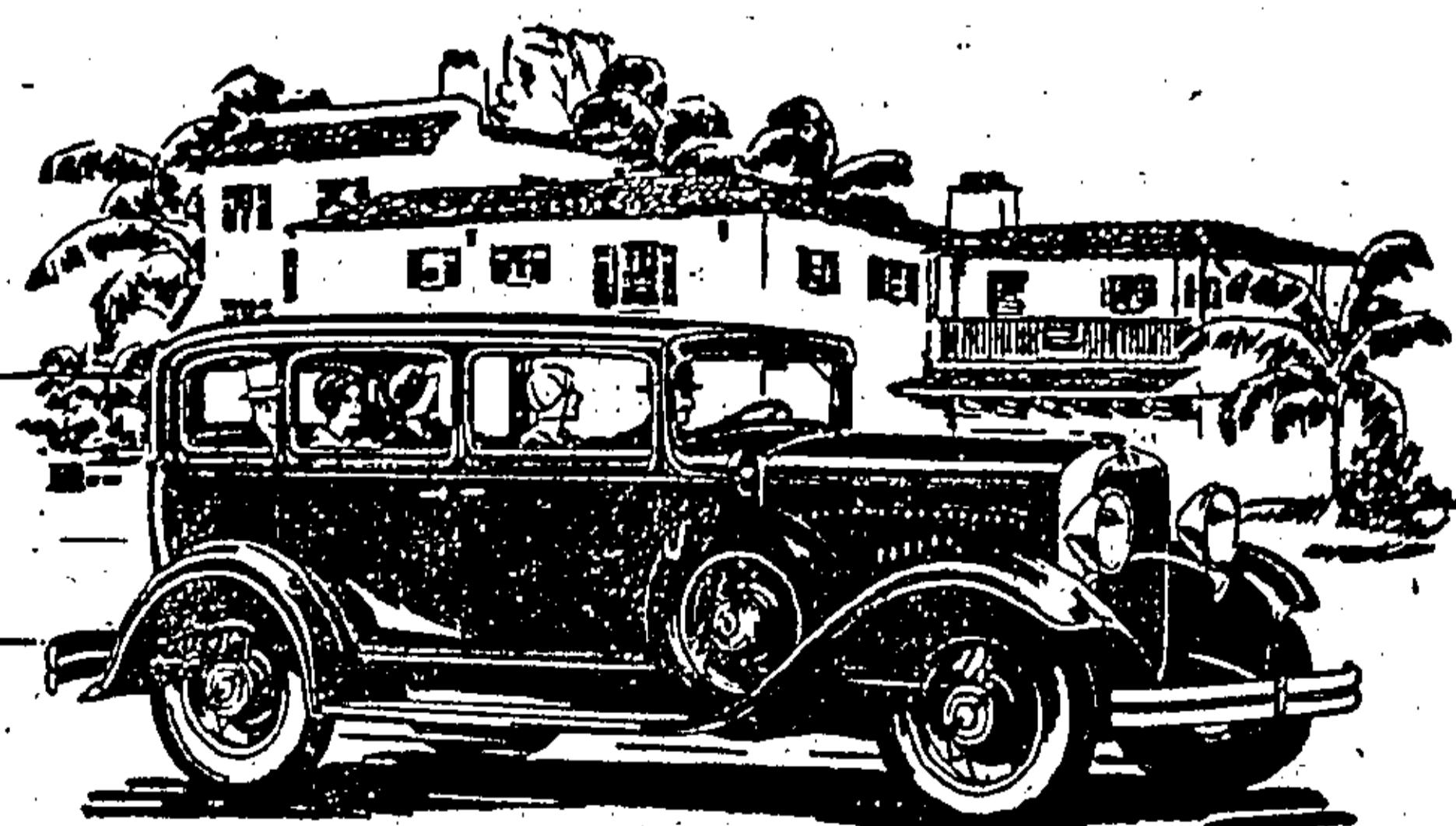
Practice Makes Perfect. The audience were informed that even though they might consider themselves drivers of experience, they could become still more experienced drivers if only they would when taking out the car, regard every movement of the car as a test of their ability, try to do everything as perfectly as possible, change gears absolutely without noise and under no circumstances permit the car to jerk, move off too rapidly or operate in such a manner as to in any way inconvenience the passengers in the car, for after all, even though a person becomes the best driver in the world, no harm has been done by the practice which has brought about that happy state of affairs.

Traffic regulations should be observed in every detail. They have not been compiled without forethought—they were not put together by inexperienced, illiterate persons, but by a committee chosen for its extensive knowledge of roads and traffic and these regulations are for the safety and not for the inconvenience of the travelling public.

The giving of road signals was particularly stressed, and the pernicious habit that some people have of flicking out their hand and immediately withdrawing it when they intend turning a corner, was roundly condemned. When the driver of a car signals his intention of either stopping, turning or manoeuvring a car in any manner, he does so not solely for the convenience of his fellow road users, but mainly for his own safety and for the preservation of the paint of his car.

It was deplored that the old time road courtesies which produced road cameraderie (now so conspicuous by its absence), had apparently died a very unnatural death. A fellow motorist hung up on the road side may only require a spanner that he may proceed on his way, yet how often will 100 motorists pass a fellow in distress and never for one moment consider asking him if he requires any assistance.

A DEPENDABLE EIGHT
luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car . . . It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption . . . The safe, silent Mono-Piece Steel

bodies are squeakproof, rattleproof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments . . . In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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"Tilt-Test" Reveals Chrysler Safety.



One of the most important factors of safety on the road is a low centre of gravity. That the new Chrysler Eight, through its double-drop frame construction and its all-steel low-slung body, has that factor is graphically pictured above. This Chrysler Eight sedan is tilted at an angle of 60 degrees from the horizontal and is resting lightly upon a stand, which would crush under the weight of a few pounds. It took but the push of a little finger to tilt the car, which weighs approximately 3,500 pounds.

The Liao, in which large ice-blocks and floes moved adrift up and down on the tide, giving loud cracking sounds as they came into contact, were frozen up in the cold wave that visited Yingkou on January 5, as everywhere else in South Manchuria. Foot traffic across the frozen surface was commenced on the 6th instant.

SEND IT HOME.
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CREAM OF THE WEEK'S NEWS
READY TO-MORROW
25 Cents. 25 Cents.

The China Mail

Thursday, January 22, 1931.
Twelfth Moon, 4th Day.

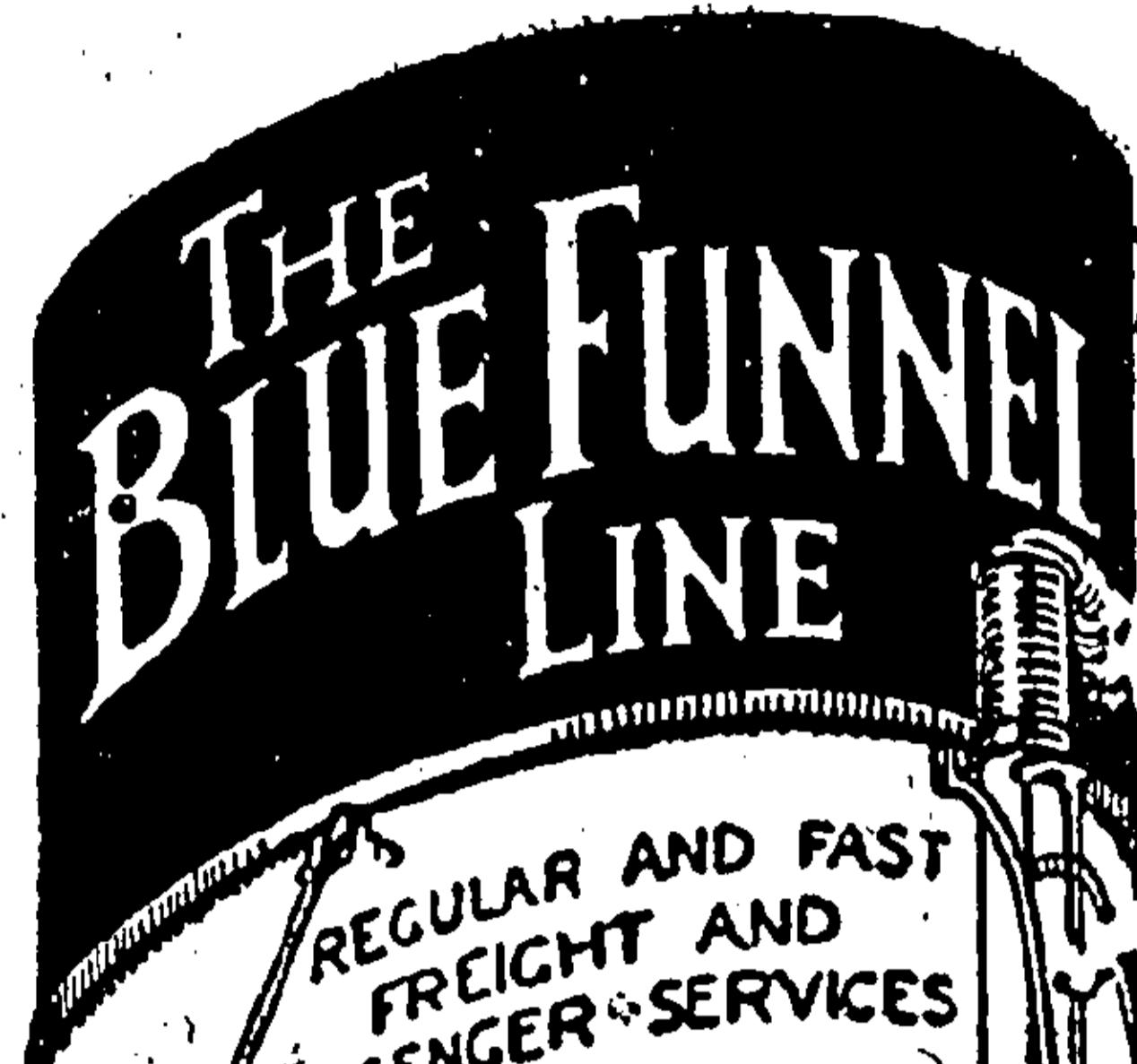
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HONG KONG, THURSDAY, JANUARY 22, 1931.

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"PHILOCTETES" 3rd Feb. For Marseilles, Casablanca, London, Rotterdam and Hamburg
"PATROCLUS" 10th Feb. For M'sles, London, Rotterdam and Glasgow

LIVERPOOL SERVICE.

"LAOMEDON" 1st Feb. For Havre, Liverpool and Glasgow
"PELEUS" 20th Feb. For Génos, Havre, Liverpool and Glasgow

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(via KOBE & YOKOHAMA)

"TYNDAREUS" 31st Jan. For Victoria, Vancouver & Seattle
"PHOENIXUS" 21st Feb. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HELENUS" 6th Feb. For New York, Boston & Baltimore
via Davao, Cebu, Iloilo, Manila & S'pore

INWARD SERVICE.

"LYCAON" Due 25th Jan. For S'hai, Moi, Kobe & Y'hama
"EURYLOCHUS" Due 25th Jan. For S'hai, Kobe and Y'hama

PASSENGER SERVICE.

"ANTENOR" Sails 7th Feb. For Shanghai and Dairen
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FINAL BLOW TO RED HORDES.

National Troops Wipe Hungku Bandits.

COMPLETELY ROUTED.

Canton, Yesterday. The Government troops under General Hsu Yuan-chuan succeeded last Sunday in annihilating the main body of bandits in Hungku, on the southern border of Hupeh. This is regarded as a final blow to the Red hordes in that sector. The troops under Yung Ching-feng, Hsu Teh-tso, Liu Pui-shu and Han Chang-chun have been instructed to search for the bandit remnants in the region, while General Hsu himself is now attending to the rehabilitation task.

Rebels Repulsed.

Due to the fall of all strategic points and to the pressure of Government forces, the Hungku bandits had attempted in several occasions to break up the Government attack, with the object of joining forces with the Communists under Ho Lung on the Hunan border, but were repeatedly repulsed by the troops who left them no opening to escape. The bandits in Hungku are therefore in danger of being completely routed.

Pressure Continues.

Following the serious defeat suffered by the Reds in Hungku, the Hankow Provisional Headquarters have ordered General Hsu Yuan-chuan to continue the pressure in order to effect a liquidation of the outlaws. The Hunan troops under Li Kuo and the 4th National division under Chen Cheng have also been instructed to launch a joint attack on the Communists under Ho Lung.

Wah-yung Again Falls.

According to military circles, Wah-yung district on the northern border of Hunan again fell last Saturday into the hands of Communist-bandits under Ho and Tuan. With the aid of airplanes, the units under General Chang Yung are now aiming at the recapture of that district.

Kung-an Threatened.

Because Ho Heung-koo, the sister of Red leader Ho Lung, who has command of 8,000-9,000 bandits fleeing from Hokfong to Li-tsin, is threatening Kung-an and Shek-hou on the southern border of Hupeh, General Ho Chien, chairman of Hunan, has instructed his forces to move on to various strategic positions for their interception.

Red's Defeat.

The Nationalists under Hsiao

S.S. TJKINI.

TWENTY-FOUR YEARS ON THE CHINA RUN.

After 24 years on the Java-China run, the s.s. Tjkini, of the Java-China-Japan Lijn, is going into the hands of the shipbreakers. She leaves Hong Kong to-morrow morning for Osaka, Japan, it was learned from the local office of the J.C.J.L. this morning, having been sold to a Japanese firm for breaking up.

The Tjkini completed her last run from Java to China when she arrived in Hong Kong harbour last Sunday morning, since when she had been anchored at Quarry Bay. She had been on the regular Java-China run of the J.C.J.L. until two years ago when she was held as reserve ship, taking up the schedule of other vessels of the Company as occasion arose for them to go into force or effect.

According to Lloyds register, the Tjkini has a tonnage of 4,597 (2,888 net). She was built in 1907 by the Kon. Maats. de Schelde, Flushing, for the J.C.J.L., and at the time of her completion was one of the most modern vessels to come out East.

Her dimensions are: Length 373.0, breadth 49.5, depth 19.6. The port of registry was Batavia, and, of course, she flies the Dutch flag.

RELIGION BY RADIO.

B.B.C. PRAISED BY CHURCH OF ENGLAND.

Rugby, Yesterday. A message expressing appreciation of the Broadcast of Religious Services was sent to-day to the British Broadcasting Corporation by the Upper House of the Convocation of Canterbury. The subject came before the Bishops on the report of a special Committee, which stated that in their judgment the effect of Religious Broadcasting been exceedingly valuable.

British Wireless Service.

Chi-tso came into action with 8,000 Reds at a place between Wangpoh and Wangchien last Sunday. As a result of a sharp encounter, 300 Communists were killed and 200 were captured, leaving some 10,000 refugees, who were subsequently rescued by the troops. The bandits are taking their flight in a north-westerly direction.

War Minister Leaves.

In view of General Chu Pei-teh, the chief of staff of President Chiang, being unable to proceed to the Kiangsi front on account of something important requiring his presence in the Capital, General Ho Ying-ching, the war minister, will proceed to direct the operations in his stead.—Canton News Agency.

LIQUOR FORCE IN THE U.S.A.

Secretary of States Quotes Milton.

"RIDICULOUS MOUSE."

New York, Yesterday. Senator Borah's comment on the Wickersham report is that, while the conclusions of the Commission will be most satisfactory to supporters of prohibition, the conclusions of individual commissioners will be most satisfactory to its opponents. "The torpedoing of the report by individual commissioners leaves the document without force or effect."

The former Secretary of State, Mr. Brambridge Cosby, quoted Milton, "Chaos as the umpire sits." Doctor Nicholas Murray Butler referred to Horace's "ridiculous mouse."

Press Comments.

The Herald Tribune devotes a ten page supplement to the report. The New York World has a huge cartoon which shows a prohibition reformer in funeral garb marching towards the setting sun.

The New York Times in a leader emphasizes that six out of eleven commissioners agreed to some form of modification of the liquor laws, and says Mr. Hoover, by not recommending the report to Congress, has committed the Republican party to a thoroughgoing, unyielding and impossible policy of enforcing prohibition conflict nearer.—Reuter's American Service.

CHINESE NEW YEAR.

FAIR TO BE HELD IN SPECIAL AREA.

The Hon. Inspector-General of Police (the Hon. Mr. E. D. C. Wolfe, C.M.G.), in an official circular, states that arrangements have been made for the Chinese New Year Fair to be held in the restricted area, including the following streets:—Bonham Strand, Man Wa Lane, Hillier Street, Mercer Street, Burd Street, Wing Lok Street, and for cards and other small articles the portion of Wellington Street, between Queen's Road Central and Pottinger Street.

All previous arrangements for the Fair to be held at the reclamation, Wanchai, as stated before, are automatically cancelled.

A warning is issued to all participants that it will be impossible to hold the Fair in this congested area after this year.

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BERT WHEELER
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